



National Transportation Safety Board Aviation Accident Final Report

Location:	EVERETT, WA	Accident Number:	SEA83LA071
Date & Time:	04/01/1983, 0630 PST	Registration:	N44025
Aircraft:	TAYLORCRAFT BC12-D	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE PILOT COLLIDED WITH A PARKED AIRCRAFT WHILE TAXIING FOR TAKEOFF. THE WEATHER WAS VMC AND THE TAXIWAYS WERE CLEAR. THE PILOT SAID THE RIGHT WING OF HIS AIRCRAFT STRUCK THE LEFT WING OF THE PARKED AIRCRAFT AND THE MOVING AIRCRAFT SWUNG AROUND INTO THE OTHER CRAFT. BOTH AIRCRAFT WERE DAMAGED BUT THE PILOT WAS NOT INJURED. THE PILOT DIVERTED HIS ATTENTION FROM TAXIING TO SET HIS ALTIMETER AND RADIO WHEN THE ACCIDENT OCCURRED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAXI - TO TAKEOFF

Findings

1. (C) PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND
2. (C) DIVERTED ATTENTION - PILOT IN COMMAND
3. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	34, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	05/12/1981
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	450 hours (Total, all aircraft), 200 hours (Total, this make and model), 397 hours (Pilot In Command, all aircraft), 17 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	TAYLORCRAFT	Registration:	N44025
Model/Series:	BC12-D BC12-D	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	9825
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	10/20/1982, Annual	Certified Max Gross Wt.:	1200 lbs
Time Since Last Inspection:	10 Hours	Engines:	1 Reciprocating
Airframe Total Time:	891 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	A-65
Registered Owner:	MERRITT P.KLINE	Rated Power:	65 hp
Operator:	MERRITT P.KLINE	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	PAE, 603 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0745 PST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 4500 ft agl	Visibility	15 Miles
Lowest Ceiling:	Overcast / 9000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	130°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	8°C / 3°C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	
Departure Time:	0000	Type of Airspace:	Class G

Airport Information

Airport:	PAINE FIELD (PAE)	Runway Surface Type:	Asphalt
Airport Elevation:	603 ft	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	CANDACE C CARRERA	Report Date:	
Additional Participating Persons:			
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).