



National Transportation Safety Board Aviation Accident Final Report

Location:	ORMOND BEACH, FL	Accident Number:	MIA82DA098
Date & Time:	04/01/1982, 2020 EST	Registration:	N23ER
Aircraft:	CESSNA 172	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

AFTER LANDING THE AIRCRAFT, ONE OF SIX ON A NIGHT CROSS-COUNTRY FLIGHT, THE PILOT TAXIED BACK TO THE APPROACH END OF THE RUNWAY FOR TAKEOFF. N129ER WAS PARKED AT THE APPROACH END AWAITING TAKEOFF SEQUENCE SO THE PILOT OF N23ER STOPPED ABOUT 30 YARDS BEHIND IT AND SET THE BRAKES. HE THEN STARTED TO STUDY THE AIRPORT DIAGRAM WHICH WAS LYING ON THE OPPOSITE SEAT. N23ER COLLIDED WITH THE TAIL OF N129ER BEFORE THE PILOT COULD STOP HIS AIRCRAFT.

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. (F) PARKING BRAKES - INATTENTIVE - PILOT IN COMMAND
2. (C) DIVERTED ATTENTION - PILOT IN COMMAND
3. OBJECT - AIRCRAFT PARKED/STANDING

Factual Information

Pilot Information

Certificate:	Private	Age:	18, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	05/21/1981
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	72 hours (Total, all aircraft), 72 hours (Total, this make and model), 29 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N23ER
Model/Series:	172 172	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	71301
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:	14 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3178 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	O-320-D2J
Registered Owner:	EMBRY-RIDDLE AERONAUTICAL UNIV	Rated Power:	160 hp
Operator:	EMBRY-RIDDLE AERONAUTICAL UNIV	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	OAB, 0 ft msl	Distance from Accident Site:	7 Nautical Miles
Observation Time:	2055	Direction from Accident Site:	310°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	7 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	67° C / 0° C
Precipitation and Obscuration:			
Departure Point:	ORMOND BEACH, FL (OMN)	Type of Flight Plan Filed:	None
Destination:	DAYTONA BEACH, FL	Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	

Airport Information

Airport:	ORMOND BEACH (OMN)	Runway Surface Type:	Macadam
Airport Elevation:	0 ft	Runway Surface Condition:	Dry
Runway Used:	5	IFR Approach:	None
Runway Length/Width:	4000 ft	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):	Report Date:	04/01/1983
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](#).