



National Transportation Safety Board Aviation Accident Final Report

Location:	MIAMI, FL	Accident Number:	MIA82DA103
Date & Time:	04/01/1982, 0730 EST	Registration:	N3587D
Aircraft:	PIPER PA-31-350	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation -		

Analysis

THE PILOT WAS TAXIING TO GATE H-2 TO PICK UP A CHARTER PASSENGER WHEN THE AIRCRAFT AND A VEHICLE COLLIDED. THE PILOT REPORTED THAT ABOUT FIVE SECONDS BEFORE IMPACT, HE SAW THE VEHICLE APPROACHING FROM HIS TEN O'CLOCK POSITION. HE APPLIED THE BRAKES, BUT THE VEHICLE CROSSED IN FRONT OF THE AIRCRAFT AND STRUCK THE RIGHT WINGTIP. THE DRIVER OF THE VEHICLE WAS ESCORTING ANOTHER VEHICLE. HE STATED THAT HE LOOKED BOTH WAYS BEFORE ENTERING THE TAXIWAY, BUT DID NOT SEE ANY MOVING AIRCRAFT. WHEN HE NOTICED THE PLANE, HE ACCELERATED TO AVOID COLLISION, BUT WAS TOO LATE. IT WAS NOTED THAT THERE WAS A BRIGHT MORNING SUN REFLECTING ON A WET PAVEMENT THAT MAY HAVE HINDERED THE DRIVER'S VISION.

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

Findings

1. (F) TERRAIN CONDITION - WET
2. (F) LIGHT CONDITION - SUNGLARE
3. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
4. (F) OBJECT - VEHICLE
5. (C) VISUAL LOOKOUT - INADEQUATE - DRIVER OF VEHICLE

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Instructor	Age:	27, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	08/21/1981
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	3664 hours (Total, all aircraft), 76 hours (Total, this make and model), 2528 hours (Pilot In Command, all aircraft), 112 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N3587D
Model/Series:	PA-31-350 PA-31-350	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	31 8052129
Landing Gear Type:	Retractable - Tricycle	Seats:	8
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	7000 lbs
Time Since Last Inspection:	93 Hours	Engines:	2 Reciprocating
Airframe Total Time:	485 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	TIO-540-J2BD
Registered Owner:	PAUL J. FINAZZO	Rated Power:	350 hp
Operator:	FINAIR	Operating Certificate(s) Held:	On-demand Air Taxi (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	75° C / 0° C
Precipitation and Obscuration:			
Departure Point:	MIAMI, FL (MIA)	Type of Flight Plan Filed:	None
Destination:	MIAMI, FL (MIA)	Type of Clearance:	
Departure Time:	0000	Type of Airspace:	

Airport Information

Airport:	MIAMI INTL (MIA)	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft	Runway Surface Condition:	Wet
Runway Used:	18	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):		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](#).