



National Transportation Safety Board Aviation Accident Data Summary

Location:	Nampa, ID	Accident Number:	WPR13CA139
Date & Time:	03/02/2013, 1030 MST	Registration:	N8713U
Aircraft:	CESSNA 172F	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

While waiting in the run-up area to taxi onto the runway, the pilot of the Cessna heard a loud noise and felt his airplane move. He shut down the engine and, after getting out of the airplane, he observed that the left wing of a Piper had collided with the left side of the Cessna's rudder and vertical stabilizer, tipping the vertical stabilizer to the right and twisting and buckling the fuselage. The pilot of the Piper reported that, while he was taxiing to get fuel with no intent for flight, he saw the tail of the Cessna directly in front of him. He applied right brake action and swiveled his airplane to avoid directly hitting the Cessna with the propeller. The pilot added that he had no idea why he was unable to see the Cessna in time to avoid the collision.

Flight Events

Standing-engine(s) operating - Ground collision

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The failure of the pilot of another airplane, who was taxiing with no intent for flight, to maintain proper visual lookout.

Findings

Personnel issues-Psychological-Attention/monitoring-Monitoring other aircraft-Pilot of other aircraft - C

Pilot Information

Certificate:	Private	Age:	58
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	894 hours (Total, all aircraft), 372 hours (Total, this make and model), 8 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	CESSNA	Registration:	N8713U
Model/Series:	172F	Engines:	1 Reciprocating
Operator:	Jeffery L Winters	Engine Manufacturer:	Continental
Air Carrier Operating Certificate:	None	Engine Model/Series:	O-300
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	EUL	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	None
Condition of Light:	Day	Wind Speed/Gusts, Direction:	9 knots, 160°
Temperature:	8°C / 0°C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Nampa, ID (MAN)	Destination:	Nampa, ID (MAN)

Airport Information

Airport:	Nampa Airport (MAN)	Runway Surface Type:	Asphalt
Runway Used:	11	Runway Surface Condition:	Dry
Runway Length/Width:			

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

Administrative Information

Investigator In Charge (IIC):	Thomas Little	Adopted Date:	06/24/2013
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=86362		

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.

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