



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Greeley, CO	<b>Accident Number:</b>	GAA16CA058B
<b>Date &amp; Time:</b>	11/15/2015, 1000 MST	<b>Registration:</b>	N70522
<b>Aircraft:</b>	PIPER J3C	<b>Aircraft Damage:</b>	Minor
<b>Defining Event:</b>	Ground collision	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

According to the pilot of tandem cockpit, tailwheel-equipped Piper airplane, which he was operating from the rear seat, while taxiing to the runway his forward visibility was diminished by his airplane's nose, requiring the use of "S" turns in order to clear the area in front of the airplane. He reported that a Cessna airplane was in front of his airplane, and taxiing to the runway as well. He remarked that he and the Cessna were holding on the taxiway momentarily in order to monitor and give way to arriving and departing traffic. He reported that the Cessna moved forward, and he followed, but while entering the "S" turn, he lost sight of the Cessna. He remarked that he abruptly applied the right brake in order to avoid a collision, and his left wing impacted the Cessna's rudder.

The pilot of the Cessna reported that during his taxi to the runway, his airplane was struck from behind by the Piper airplane. Both pilots shut down their airplanes, assessed the damage and exchanged information. The Cessna sustained substantial damage to the rudder, while the Piper sustained minor damage to the left wing.

Both pilots reported that there were no mechanical failures or anomalies prior to or during the flight that would have prevented normal operation.

## Probable Cause and Findings

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

The pilot of the following airplane failed to maintain adequate spacing during the taxi to the runway, resulting in a collision with the lead airplane.

## Findings

<b>Aircraft</b>	Directional control - Not attained/maintained
<b>Personnel issues</b>	Task monitoring/vigilance - Pilot (Cause) Aircraft control - Pilot (Cause)
<b>Environmental issues</b>	Aircraft - Ability to respond/compensate

## Factual Information

### History of Flight

Taxi-to runway	Loss of visual reference Attempted remediation/recovery Ground collision (Defining event)
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### Pilot Information

Certificate:	Private	Age:	68, Male
Airplane Rating(s):	Single-engine Sea	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Sport Pilot Unknown	Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	03/02/2009
Flight Time:	(Estimated) 2510 hours (Total, all aircraft), 577 hours (Total, this make and model), 2450 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N70522
Model/Series:	J3C 65	Aircraft Category:	Airplane
Year of Manufacture:	1946	Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	17528
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	03/02/2015, Annual	Certified Max Gross Wt.:	1220 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2813 Hours as of last inspection	Engine Manufacturer:	CONT MOTOR
ELT:	C91 installed, not activated	Engine Model/Series:	C75-8F
Registered Owner:	BELLEAU, JAMES R.	Rated Power:	75 hp
Operator:	BELLEAU, JAMES R.	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KGXY, 4697 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1655 UTC	Direction from Accident Site:	146°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:		Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	29.88 inches Hg	Temperature/Dew Point:	4° C / -3° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Greeley, CO (GXY)	Type of Flight Plan Filed:	None
Destination:	Greeley, CO (GXY)	Type of Clearance:	None
Departure Time:	MST	Type of Airspace:	Class G

## Airport Information

Airport:	GREELEY-WELD COUNTY (GXY)	Runway Surface Type:	Asphalt
Airport Elevation:	4696 ft	Runway Surface Condition:	Dry
Runway Used:	N/A	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Minor
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	40.437500, -104.633333 (est)

## Administrative Information

Investigator In Charge (IIC):	Michael A Hicks	Report Date:	03/14/2016
Additional Participating Persons:	Michael Carroll; Federal Aviation Administration; Denver, CO Brent Weckwerth; Federal Aviation Administration; Denver, CO		
Publish Date:	10/06/2017		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=92355">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=92355</a>		

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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](#).