



National Transportation Safety Board Aviation Accident Data Summary

Location:	Greeley, CO	Accident Number:	GAA16CA058B
Date & Time:	11/15/2015, 1000 MST	Registration:	N70522
Aircraft:	PIPER J3C	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

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.

Flight Events

Taxi-to runway - Loss of visual reference
Taxi-to runway - Attempted remediation/recovery
Taxi-to runway - Ground collision

Probable Cause

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

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Directional control-Not attained/maintained
 Personnel issues-Psychological-Attention/monitoring-Task monitoring/vigilance-Pilot - C
 Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C
 Environmental issues-Physical environment-Object/animal/substance-Aircraft-Ability to respond/compensate

Pilot Information

Certificate:	Private	Age:	68
Airplane Rating(s):	Single-engine Sea	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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	Engines:	1 Reciprocating
Operator:	BELLEAU, JAMES R.	Engine Manufacturer:	CONT MOTOR
Operating Certificate(s) Held:	None	Engine Model/Series:	C75-8F
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KGXY, 4697 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	Calm / ,
Temperature:	4° C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Greeley, CO (GXY)	Destination:	Greeley, CO (GXY)

Airport Information

Airport:	GREELEY-WELD COUNTY (GXY)	Runway Surface Type:	Asphalt
Runway Used:	N/A	Runway Surface Condition:	Dry
Runway Length/Width:			

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
Latitude, Longitude:	40.437500, -104.633333 (est)		

Administrative Information

Investigator In Charge (IIC):	Michael A Hicks	Adopted Date:	03/14/2016
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=92355		

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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