



# Aviation Investigation Final Report

<b>Location:</b>	LINCOLN, Nebraska	<b>Accident Number:</b>	CHI98LA177
<b>Date &amp; Time:</b>	May 26, 1998, 18:06 Local	<b>Registration:</b>	N11498
<b>Aircraft:</b>	Mooney M20J	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

N60HB landed on runway 14 and was instructed to hold short of runway 17L on taxiway Kilo. N11498 was cleared to land on runway 17L and was instructed to turn left on Kilo and to contact ground control. The pilot reported he cleared the runway and stopped while attempting to contact ground control. N60HB was then instructed to cross runway 17L and to monitor ground control. N60HB proceeded across the runway and prior to crossing the hold short line on the east side of the runway, the propeller from N60HB contacted the elevator of N11498. The pilot of N60HB stated that upon crossing 17L she began an 'S' turn at which time she saw N11498, but was unable to avoid contacting the airplane. She said there is a crest in the middle of 17L and she never heard mention of the Mooney on either the tower or ground control frequencies.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot of N60BH failed to maintain clearance with N11498. Factors associated with the accident were the diminished visual lookout due to the runway and the tail wheel configuration of N60HB, along with the controllers failure to point out traffic.

### Findings

Occurrence #1: COLLISION BETWEEN AIRCRAFT (OTHER THAN MIDAIR)  
Phase of Operation: TAXI - FROM LANDING

#### Findings

1. (F) VISUAL LOOKOUT - DIMINISHED - PILOT OF OTHER AIRCRAFT
2. (F) TRAFFIC ADVISORY - NOT ISSUED - ATC PERSONNEL(LCL/GND/CLNC)
3. (C) CLEARANCE - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT

## Factual Information

On May 26, 1998, at 1808 central daylight time (cdt), a Mooney M20J, N11498, and a Barr Eagle II, N60HB, collided while taxiing to the ramp at the Lincoln Municipal Airport, Lincoln, Nebraska. The Mooney M20J, operated by a private pilot, sustained substantial damage. The Barr Eagle II, operated by a commercial pilot, sustained minor damage. Both pilots and their passengers, one on each airplane, reported no injuries from the accident. N11498 departed from Alexandria, Minnesota, at 1600 cdt and N60HB's flight originated at Seward, Nebraska, at 1705 cdt. Visual meteorological conditions prevailed. There was an IFR flight plan on file for the Mooney M20J. There was no flight plan on file for the Barr Eagle II.

At 1802:51, N60HB was cleared to land on runway 14. The pilot requested a long landing which was approved by the local controller.

At 1803:52, N11498 was cleared to land on runway 17L.

At 1806:02, N60HB was instructed to turn left on kilo and to hold short of runway 17L.

At 1807:08, N11498 was instructed to turn left at kilo and to contact ground control.

At 1807:24, N60HB was instructed to cross runway 17L and to monitor ground.

At 1807:31, N11498 contacted ground control and was instructed to taxi straight ahead to the east ramp.

At 1808:04, the pilot of N11498 informed the ground controller that his airplane was just hit by another airplane.

At 1808:28, the pilot of N60HB informed that they had "...rear ended the mooney here on kilo."

The pilot of N11498 stated he landed on runway 17L and turned off the runway onto taxiway Kilo. He reported that after exiting the runway he stopped briefly to contact ground control. The pilot reported that after obtaining his taxi clearance he was beginning to proceed to the ramp when he was "...hit from behind by the propeller of a Christian Eagle... ."

The pilot of N60HB reported that after landing on runway 14 she was instructed to turn left and to hold short of runway 17L. She stated that she came to a complete stop at runway 17L and "Almost immediately, Tower cleared me to cross 17L and to monitor ground." The pilot stated that runway 14 is lower than runway 17L and once she reached the top of the crest in runway 17L she reduced the throttle. She stated she also switched the radio to Ground Control upon reaching the top of the crest. The pilot stated she did not hear anything and she began an "S"

turn at which time she saw the tail of the Mooney. She reported she reduced the throttle and applied the brakes. The propeller of N60HB contacted the elevator of N11498. She stated, "I never heard any talk about the Mooney on Tower or Ground, nor did I see him land."

Federal Aviation Administration Air Traffic Control Handbook, 7110.65L, Section 2-1-1 states, "The primary purpose of the ATC system is to prevent a collision between aircraft operating in the system and to organize and expedite the flow of traffic."

The Federal Aviation Administration Aeronautical Information Manual (AIM), Section 4-3-18, dated February 26, 1998, states, "Although an ATC clearance is issued for taxiing purposes, when operating in accordance with the FAR's, it is the responsibility of the pilot to avoid collision with other aircraft." Section 4- 3-20 of the AIM states, "The tower will issue instructions required to resolve any potential conflicts with other ground traffic prior to advising the pilot to contact ground control."

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	49, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	March 19, 1997
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	400 hours (Total, all aircraft), 250 hours (Total, this make and model), 346 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Mooney	<b>Registration:</b>	N11498
<b>Model/Series:</b>	M20J M20J	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	24-112
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	October 3, 1997 Annual	<b>Certified Max Gross Wt.:</b>	2740 lbs
<b>Time Since Last Inspection:</b>	38 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2804 Hrs	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-360
<b>Registered Owner:</b>	KENNETH J. DONLAN	<b>Rated Power:</b>	200 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	LNK ,1214 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	17:54 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	6 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	50°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	21°C / 12°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	ALEXANDRIA , MN (AXN )	<b>Type of Flight Plan Filed:</b>	IFR
<b>Destination:</b>	(LNK )	<b>Type of Clearance:</b>	IFR
<b>Departure Time:</b>	16:00 Local	<b>Type of Airspace:</b>	Class C

## Airport Information

<b>Airport:</b>	LINCOLN MUNICIPAL AIRPORT LNK	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	1214 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	17L	<b>IFR Approach:</b>	VOR
<b>Runway Length/Width:</b>	5400 ft / 100 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	40.909267,-96.789505(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	SULLIVAN, PAMELA
<b>Additional Participating Persons:</b>	BOB BOTTOM; LINCOLN , NE
<b>Original Publish Date:</b>	June 15, 1999
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=10894">https://data.ntsb.gov/Docket?ProjectID=10894</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).



# Aviation Investigation Final Report

<b>Location:</b>	LINCOLN, Nebraska	<b>Accident Number:</b>	CHI98LA177
<b>Date &amp; Time:</b>	May 26, 1998, 18:06 Local	<b>Registration:</b>	N60HB
<b>Aircraft:</b>	Barr EAGLE II	<b>Aircraft Damage:</b>	Minor
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

N60HB landed on runway 14 and was instructed to hold short of runway 17L on taxiway Kilo. N11498 was cleared to land on runway 17L and was instructed to turn left on Kilo and to contact ground control. The pilot reported he cleared the runway and stopped while attempting to contact ground control. N60HB was then instructed to cross runway 17L and to monitor ground control. N60HB proceeded across the runway and prior to crossing the hold short line on the east side of the runway, the propeller from N60HB contacted the elevator of N11498. The pilot of N60HB stated that upon crossing 17L she began an 'S' turn at which time she saw N11498, but was unable to avoid contacting the airplane. She said there is a crest in the middle of 17L and she never heard mention of the Mooney on either the tower or ground control frequencies.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot of N60BH failed to maintain clearance with N11498. Factors associated with the accident were the diminished visual lookout due to the runway and the tail wheel configuration of N60HB, along with the controllers failure to point out traffic.

## Findings

Occurrence #1: COLLISION BETWEEN AIRCRAFT (OTHER THAN MIDAIR)  
Phase of Operation: TAXI - FROM LANDING

#### Findings

1. (F) VISUAL LOOKOUT - DIMINISHED - PILOT IN COMMAND
2. (F) TRAFFIC ADVISORY - NOT ISSUED - ATC PERSONNEL(LCL/GND/CLNC)
3. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

## Factual Information

Reference narrative for CHI98LA177A.

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	25,Female
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Rear
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	July 30, 1997
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	495 hours (Total, all aircraft), 200 hours (Total, this make and model), 347 hours (Pilot In Command, all aircraft), 51 hours (Last 90 days, all aircraft), 21 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Barr	<b>Registration:</b>	N60HB
<b>Model/Series:</b>	EAGLE II EAGLE II	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Experimental (Special)	<b>Serial Number:</b>	CP-75
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	
<b>Date/Type of Last Inspection:</b>	January 22, 1998 Annual	<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>	30 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	323 Hrs	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-360-A1D
<b>Registered Owner:</b>	PARMLEY AVIATION SERVICES INC	<b>Rated Power:</b>	200 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	LNK ,1214 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	17:54 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	6 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	50°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	21°C / 12°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	SEWARD , NE	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	(LNK )	<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>	17:50 Local	<b>Type of Airspace:</b>	Class C

## Airport Information

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<b>Airport Elevation:</b>	1214 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	17L	<b>IFR Approach:</b>	VOR
<b>Runway Length/Width:</b>	5400 ft / 100 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Minor
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	40.909267,-96.789505(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	SULLIVAN, PAMELA
<b>Additional Participating Persons:</b>	BOB BOTTOM; LINCOLN , NE
<b>Original Publish Date:</b>	June 15, 1999
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
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