



Aviation Investigation Final Report

Location:	EVANSVILLE, Indiana	Incident Number:	CHI86IA225
Date & Time:	September 17, 1986, 21:41 Local	Registration:	N8107N
Aircraft:	BOEING 727-25	Aircraft Damage:	None
Defining Event:		Injuries:	38 None
Flight Conducted Under:	Part 121: Air carrier - Scheduled		

Analysis

AFTER THE AIRCREW OF EASTERN FLT 254 (A BOEING 727, N8107N) HAD LANDED ON RWY 22 AT NIGHT & WAS SLOWING, THE TOWER CONTROLLER (CTLR) INSTRUCTED THEM TO 'TURN RIGHT ON TAXIWAY BRAVO, IF ABLE, HOLD SHORT OF RWY 18 AND REMAIN THIS FREQUENCY.' THE CREW OF FLT 254 WAS THEN UNDERSTOOD TO ASK, 'ALRIGHT, IS THAT THE FIRST LIGHTED ONE HERE?' THE CTLR REPLIED, 'AFFIRMATIVE,' THEN SHE CLEARED PDQ FLT 271 (A PIPER PA 31, IN POSITION & HOLDING ON RWY 18) TO TAKEOFF. PDQ FLT 271 WAS ROLLING ON RWY 18 WHEN THE CTLR NOTED THAT EASTERN FLT 254 WAS SLOWLY CROSSING THE SAME RWY. THE CTLR STARTED TO TRANSMIT TO THE EASTERN FLT, THE SHE CANCELED THE TAKEOFF CLNC FOR PDQ FLT 271. PDQ FLT 271 PASSED BEHIND EASTERN FLT 254 AS THE IT WAS CLEARING THE RWY. THE CREW OF FLT 254 STATED THAT THEY NEITHER RECEIVED NOR ACKNOWLEDGED THE INSTRUCTION TO HOLD SHORT OF RWY 18. WHEN QUERIED BY THE TOWER AFTER THE INCIDENT, AN EASTERN CREWMEMBER REPLIED, 'I'M SORRY, WE DIDN'T HEAR YOU.'

Probable Cause and Findings

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

Findings

Occurrence #1: NEAR COLLISION BETWEEN AIRCRAFT
Phase of Operation: TAXI - FROM LANDING

Findings

1. (F) COMMUNICATIONS/INFORMATION/ATC - NOT UNDERSTOOD - PILOT IN COMMAND
2. (F) COMMUNICATIONS/INFORMATION/ATC - NOT UNDERSTOOD - COPILOT/SECOND PILOT
3. (C) ATC CLEARANCE - NOT FOLLOWED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Airline transport	Age:	41, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Unknown	Last FAA Medical Exam:	March 25, 1986
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	10494 hours (Total, all aircraft), 7304 hours (Total, this make and model), 180 hours (Last 90 days, all aircraft), 60 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BOEING	Registration:	N8107N
Model/Series:	727-25 727-25	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18258
Landing Gear Type:	Retractable - Tricycle	Seats:	134
Date/Type of Last Inspection:	Continuous airworthiness	Certified Max Gross Wt.:	142000 lbs
Time Since Last Inspection:		Engines:	3 Turbo fan
Airframe Total Time:		Engine Manufacturer:	P&W
ELT:	Not installed	Engine Model/Series:	JT8D
Registered Owner:	EASTERN AIRLINES, INC.	Rated Power:	14500 Lbs thrust
Operator:		Operating Certificate(s) Held:	Flag carrier (121)
Operator Does Business As:		Operator Designator Code:	FALA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night/dark
Observation Facility, Elevation:	EVV ,418 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	22:20 Local	Direction from Accident Site:	180°
Lowest Cloud Condition:	Scattered / 3500 ft AGL	Visibility	6 miles
Lowest Ceiling:	Overcast / 8000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	130°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	24°C / 20°C
Precipitation and Obscuration:	N/A - None - Haze		
Departure Point:	LOUISVILLE , KY (SDF)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	21:00 Local	Type of Airspace:	

Airport Information

Airport:	EVANSVILLE/DRESS REGIONAL EVV	Runway Surface Type:	Asphalt
Airport Elevation:	418 ft msl	Runway Surface Condition:	Dry
Runway Used:	22	IFR Approach:	None
Runway Length/Width:	8021 ft / 150 ft	VFR Approach/Landing:	Full stop;Straight-in

Wreckage and Impact Information

Crew Injuries:	7 None	Aircraft Damage:	None
Passenger Injuries:	31 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	38 None	Latitude, Longitude:	37.959777,-87.520149(est)

Administrative Information

Investigator In Charge (IIC): Benzon, Robert

Additional Participating Persons: R YOUNG; DES PLAINES , IL

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=13359>

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](#).