



Aviation Investigation Final Report

Location:	OSHKOSH, Wisconsin	Accident Number:	CHI89FA154
Date & Time:	July 31, 1989, 16:25 Local	Registration:	N54403
Aircraft:	RYAN PT-22	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

DRG AN ANNUAL EXPERIMENTAL ACFT ASSOC (EAA) FLY-IN, A PARADE-OF-FLT DEMONSTRATION (DEMO) WAS STARTED, INVOLVING ANTIQUE & CLASSIC ACFT. AIR TRAFFIC CTL (ATC) RESPONSIBILITY FOR THE OPN WAS ASSUMED BY EAA, IAW A CERT OF WAIVER TO 14 CFR 91. THE DEMO BGN BY LINING UP ACFT NR RWY 36 TO TKOF IN SEQUENCE. WHEN SIGNALLED, EACH PLT WOULD TAKE OFF, FLY A PATTERN, THEN LND ON A GRASS STRIP BESIDE RWY 36 & BE DRCTD TO THE PARKING AREA. AFTER A PATTERN & LNDG, THE PLT OF PIPER E-2, N2414, APCHD RWY 36 (1800' FM THE RWY THRESHOLD) AS HE WAS TAXIING TO PARK. AT THE APRX SAME TIME, A RYAN PT-22, N54403, WAS BEING PREPARED FOR TAKEOFF. AN OFFICIAL (FLAGMAN) MOTIONED FOR THE E-2 TO CROSS THE RWY, BUT IT WASN'T EQUIPPED WITH BRAKES, SO THE PLT TAXIED SLOWLY. THE FLAGMAN MOTIONED FOR THE E-2 PLT TO EXPEDITE, BUT THE PLT CONTD TO TAXI SLOWLY TO AVOID ACFT AHEAD. MEANWHILE, THE PT-22 PLT BGN TAKING OFF & DID NOT SEE THE E-2 AHEAD. SHORTLY AFTER LIFT-OFF, THE PT-22 HIT THE E-2, DAMAGING BOTH ACFT. THE E-2 PLT SAW THE PT-22, MOMENTS BFR IMPACT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE EXPERIMENTAL AIRCRAFT ASSOCIATION'S (EAA'S) INADEQUATE PROCEDURE FOR PROVIDING CONTROL AND SEPARATION OF AIRCRAFT, ITS INADEQUATE SURVEILLANCE OF THE OPERATION, AND INADEQUATE COORDINATION BY GROUND PERSONNEL. RELATED FACTORS WERE: THE GROUND PERSONNEL'S LACK OF EXPERIENCE IN THE TYPE OF OPERATION, AND THE PRESENCE OF OTHER AIRCRAFT.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) PROCEDURES/DIRECTIVES - INADEQUATE
2. (C) INADEQUATE SURVEILLANCE, INADEQUATE PROCEDURE - OTHER INSTITUTION
3. (F) OBJECT - AIRCRAFT MOVING ON GROUND
4. (C) CREW/GROUP COORDINATION - INADEQUATE - GROUND PERSONNEL
5. (F) LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - GROUND PERSONNEL

Factual Information

Pilot Information

Certificate:	Airline transport; Private	Age:	41, Male
Airplane Rating(s):	Multi-engine land	Seat Occupied:	Rear
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	June 13, 1989
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	12000 hours (Total, all aircraft), 35 hours (Total, this make and model), 6000 hours (Pilot In Command, all aircraft), 220 hours (Last 90 days, all aircraft), 85 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	RYAN	Registration:	N54403
Model/Series:	PT-22 PT-22	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1387
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	June 23, 1989 Annual	Certified Max Gross Wt.:	1885 lbs
Time Since Last Inspection:	16 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3936 Hrs	Engine Manufacturer:	KINNER
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	R-55
Registered Owner:	ROSE, BILL	Rated Power:	160 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	OSH ,808 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	16:25 Local	Direction from Accident Site:	345°
Lowest Cloud Condition:	Scattered / 6000 ft AGL	Visibility	5 miles
Lowest Ceiling:	Broken / 15000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	60°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	26°C / 16°C
Precipitation and Obscuration:	N/A - None - Haze		
Departure Point:	(OSH)	Type of Flight Plan Filed:	None
Destination:	(OSH)	Type of Clearance:	VFR
Departure Time:	16:25 Local	Type of Airspace:	Class A;Class G

Airport Information

Airport:	WITTMAN FIELD OSH	Runway Surface Type:	Concrete
Airport Elevation:	808 ft msl	Runway Surface Condition:	Dry
Runway Used:	36L	IFR Approach:	None
Runway Length/Width:	8001 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	43.539539,-89.460235(est)

Administrative Information

Investigator In Charge (IIC): Wilson, Stephen

Additional Participating Persons:

Original Publish Date: December 10, 1990

Last Revision Date:

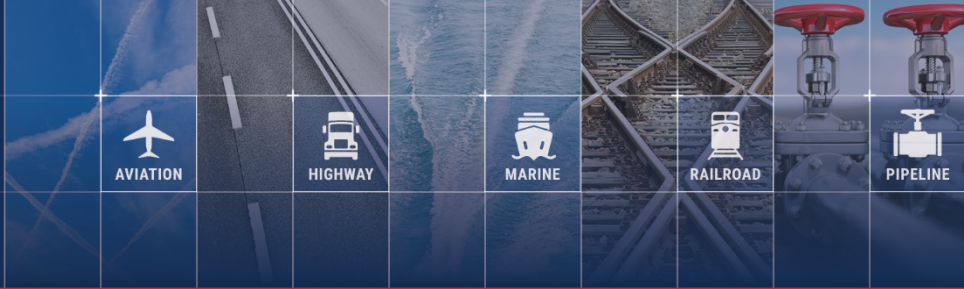
Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=14268>

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

Location:	OSHKOSH, Wisconsin	Accident Number:	CHI89FA154
Date & Time:	July 31, 1989, 16:25 Local	Registration:	N2414
Aircraft:	PIPER E-2	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation		

Analysis

DRG AN ANNUAL EXPERIMENTAL ACFT ASSOC (EAA) FLY-IN, A PARADE-OF-FLT DEMONSTRATION (DEMO) WAS STARTED, INVOLVING ANTIQUE & CLASSIC ACFT. AIR TRAFFIC CTL (ATC) RESPONSIBILITY FOR THE OPN WAS ASSUMED BY EAA, IAW A CERT OF WAIVER TO 14 CFR 91. THE DEMO BGN BY LINING UP ACFT NR RWY 36 TO TKOF IN SEQUENCE. WHEN SIGNALLED, EACH PLT WOULD TAKE OFF, FLY A PATTERN, THEN LND ON A GRASS STRIP BESIDE RWY 36 & BE DRCTD TO THE PARKING AREA. AFTER A PATTERN & LNDG, THE PLT OF PIPER E-2, N2414, APCHD RWY 36 (1800' FM THE RWY THRESHOLD) AS HE WAS TAXIING TO PARK. AT THE APRX SAME TIME, A RYAN PT-22, N54403, WAS BEING PREPARED FOR TAKEOFF. AN OFFICIAL (FLAGMAN) MOTIONED FOR THE E-2 TO CROSS THE RWY, BUT IT WASN'T EQUIPPED WITH BRAKES, SO THE PLT TAXIED SLOWLY. THE FLAGMAN MOTIONED FOR THE E-2 PLT TO EXPEDITE, BUT THE PLT CONTD TO TAXI SLOWLY TO AVOID ACFT AHEAD. MEANWHILE, THE PT-22 PLT BGN TAKING OFF & DID NOT SEE THE E-2 AHEAD. SHORTLY AFTER LIFT-OFF, THE PT-22 HIT THE E-2, DAMAGING BOTH ACFT. THE E-2 PLT SAW THE PT-22, MOMENTS BFR IMPACT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE EXPERIMENTAL AIRCRAFT ASSOCIATION'S (EAA'S) INADEQUATE PROCEDURE FOR PROVIDING CONTROL AND SEPARATION OF AIRCRAFT, ITS INADEQUATE SURVEILLANCE OF THE OPERATION, AND INADEQUATE COORDINATION BY GROUND PERSONNEL. RELATED FACTORS WERE: THE GROUND PERSONNEL'S LACK OF EXPERIENCE IN THE TYPE OF OPERATION, AND THE PRESENCE OF OTHER AIRCRAFT.

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: TAXI - FROM LANDING

Findings

1. (C) PROCEDURES/DIRECTIVES - INADEQUATE
2. (C) INADEQUATE SURVEILLANCE, INADEQUATE PROCEDURE - OTHER INSTITUTION
3. (F) OBJECT - OTHER
4. (C) CREW/GROUP COORDINATION - INADEQUATE - GROUND PERSONNEL
5. (F) LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - GROUND PERSONNEL

Factual Information

Pilot Information

Certificate:	Commercial	Age:	57, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	July 20, 1989
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1356 hours (Total, all aircraft), 129 hours (Total, this make and model), 1276 hours (Pilot In Command, all aircraft), 18 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N2414
Model/Series:	E-2 E-2	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	64
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	January 22, 1989 Annual	Certified Max Gross Wt.:	970 lbs
Time Since Last Inspection:	13 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	729 Hrs	Engine Manufacturer:	Teledyne Cont
ELT:	Not installed	Engine Model/Series:	A-40-4
Registered Owner:	SLEZNIKOW, LARRY	Rated Power:	40 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	OSH ,808 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	16:25 Local	Direction from Accident Site:	345°
Lowest Cloud Condition:	Scattered / 6000 ft AGL	Visibility	5 miles
Lowest Ceiling:	Broken / 15000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	60°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	26°C / 16°C
Precipitation and Obscuration:	N/A - None - Haze		
Departure Point:	(OSH)	Type of Flight Plan Filed:	None
Destination:	(OSH)	Type of Clearance:	VFR
Departure Time:	16:10 Local	Type of Airspace:	Class A;Class G

Airport Information

Airport:	WITTMAN FIELD OSH	Runway Surface Type:	Concrete
Airport Elevation:	808 ft msl	Runway Surface Condition:	Dry
Runway Used:	36L	IFR Approach:	None
Runway Length/Width:	8001 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	43.539539,-89.460235(est)

Administrative Information

Investigator In Charge (IIC): Wilson, Stephen

Additional Participating Persons:

Original Publish Date: December 10, 1990

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=14268>

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