



Aviation Investigation Final Report

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| Location: | KANSAS CITY, Missouri | Accident Number: | CHI93LA188 |
| Date & Time: | June 4, 1993, 04:15 Local | Registration: | N6349C |
| Aircraft: | BEECH C23 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 4 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

THE ACCIDENT AIRPLANE WAS OBSERVED TAXIING AT A HIGH RATE OF SPEED ON THE PARKING RAMP PRIOR TO ITS COLLISION WITH THE TIED DOWN AIRPLANE. THE WITNESS STATED HE OBSERVED THE BRAKES ON THE AIRPLANE LOCK UP PRIOR TO THE COLLISION. THE PILOT STATED HE WAS NOT ABLE TO SEE THE PARKED AIRPLANE DUE TO LIGHT RAIN ON THE WINDSHIELD, PARTIALLY FOGGED INTERIOR WINDOWS, AND PARKING RAMP LIGHTING. THE PILOT STATED THE TIED DOWN AIRPLANE WAS NOT IN A LIGHTED AREA. THE ON-SCENE INVESTIGATION REVEALED THE PARKED AIRPLANE WAS ADJACENT TO A BUILDING WHICH HAD OPERATIONAL RAMP LIGHTING AT THE TIME OF THE ACCIDENT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT-IN-COMMAND WAS OPERATING THE AIRPLANE AT AN EXCESSIVE TAXI SPEED, AND DID NOT MAINTAIN VISUAL SEPARATION WITH THE TIED DOWN AIRPLANE. FACTORS CONTRIBUTING TO THE ACCIDENT WERE A LIGHT RAIN AND FOG CONDITION, AND A FOGGY INTERIOR WINDOW.

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAXI - FROM LANDING

Findings

1. (F) WEATHER CONDITION - FOG
2. (F) WEATHER CONDITION - RAIN
3. (C) TAXISPEED - EXCESSIVE - PILOT IN COMMAND
4. (C) VISUAL SEPARATION - NOT MAINTAINED - PILOT IN COMMAND
5. (F) WINDOW,CABIN - DIRTY(FOGGY)

Factual Information

Pilot Information

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|----------------------------------|---------------------------------------|------------------------------------------|----------|
| Certificate: | Commercial | Age: | 21, 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: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 3 Unknown | Last FAA Medical Exam: | |
| Occupational Pilot: | UNK | Last Flight Review or Equivalent: | |
| Flight Time: | | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|---------------------------|---------------------------------------|-----------------|
| Aircraft Make: | BEECH | Registration: | N6349C |
| Model/Series: | C23 C23 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | M-2371 |
| Landing Gear Type: | Tricycle | Seats: | 4 |
| Date/Type of Last Inspection: | January 2, 2000 Unknown | Certified Max Gross Wt.: | 2150 lbs |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | | Engine Manufacturer: | LYCOMING |
| ELT: | | Engine Model/Series: | O-320-A2G |
| Registered Owner: | EXECUTIVE BEEHCRAFT, INC. | Rated Power: | 180 Horsepower |
| Operator: | EXECUTIVE BEEHCRAFT, INC. | Operating Certificate(s) Held: | None |
| Operator Does Business As: | | Operator Designator Code: | |

Meteorological Information and Flight Plan

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|-----------------------------------------|------------------------|---------------------------------------------|------------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Night/dark |
| Observation Facility, Elevation: | MKC ,759 ft msl | Distance from Accident Site: | 1 Nautical Miles |
| Observation Time: | 04:15 Local | Direction from Accident Site: | 300° |
| Lowest Cloud Condition: | Unknown / 1000 ft AGL | Visibility | 3 miles |
| Lowest Ceiling: | Overcast / 1000 ft AGL | Visibility (RVR): | |
| Wind Speed/Gusts: | / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 0° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | | Temperature/Dew Point: | |
| Precipitation and Obscuration: | N/A - None - Fog | | |
| Departure Point: | COLUMBIA , MO (COU) | Type of Flight Plan Filed: | None |
| Destination: | | Type of Clearance: | None |
| Departure Time: | 02:30 Local | Type of Airspace: | Class D |

Airport Information

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|-----------------------------|--------------------------|----------------------------------|------|
| Airport: | KANSAS CITY DOWNTOWN MKC | Runway Surface Type: | |
| Airport Elevation: | 758 ft msl | Runway Surface Condition: | |
| Runway Used: | 0 | IFR Approach: | None |
| Runway Length/Width: | | VFR Approach/Landing: | |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|---------------------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | 3 None | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 4 None | Latitude, Longitude: | 39.149353,-94.579307(est) |

Administrative Information

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| Investigator In Charge (IIC): | Gattolin, Frank |
| Additional Participating Persons: | LARRY WAHL; KANSAS CITY , MO |
| Original Publish Date: | November 3, 1993 |
| Last Revision Date: | |
| Investigation Class: | Class |
| Note: | |
| Investigation Docket: | https://data.nts.gov/Docket?ProjectID=15724 |

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](#).