



# Aviation Investigation Final Report

<b>Location:</b>	PHOENIX, Arizona	<b>Accident Number:</b>	LAX90LA116
<b>Date &amp; Time:</b>	March 13, 1990, 22:15 Local	<b>Registration:</b>	N271AF
<b>Aircraft:</b>	BOEING 727-227	<b>Aircraft Damage:</b>	Minor
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal, 41 None
<b>Flight Conducted Under:</b>	Part 121: Air carrier - Scheduled		

## Analysis

A BOEING 727-227 STRUCK A PEDESTRIAN DURING THE TAKEOFF GROUND RUN ON RUNWAY 26L. THE CAPTAIN INDICATED THAT THE PEDESTRIAN WAS ON THE RUNWAY CENTERLINE DURING THE TAKEOFF GROUND RUN. THE AIRCRAFT HAD ACCELERATED TO ABOUT 105 KNOTS INDICATED AIRSPEED WHEN THE PEDESTRIAN WAS IDENTIFIED. THE CAPTAIN IMMEDIATELY VEERED THE AIRCRAFT TO THE RIGHT TO AVOID THE COLLISION AND ABORTED THE TAKEOFF. THE AIRCRAFT CREW FELT AN IMPACT. THE AIRCRAFT THEN TAXIED TO THE RAMP. POST FLIGHT EXAMINATION OF THE AIRCRAFT REVEALED THE PEDESTRIAN WAS STRUCK BY THE LEFT MAIN LANDING GEAR SYSTEM. ACCORDING TO THE AIRPORT AUTHORITY, THE PEDESTRIAN, A 40 YEAR OLD MALE, WAS A MENTAL PATIENT AT A NEARBY HOSPITAL. THE AIRPORT AUTHORITY ALSO INDICATED THAT THE PEDESTRIAN WAS NOT AUTHORIZED ACCESS TO THE RUNWAY. AN INVESTIGATION OF THE BREACH OF AIRPORT SECURITY DID NOT REVEAL HOW THE PEDESTRIAN GAINED ACCESS TO THE RUNWAY ENVIRONMENT.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE UNAUTHORIZED INTRUSION ONTO THE RUNWAY ENVIRONMENT BY A PEDESTRIAN.

## Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: TAKEOFF - ROLL/RUN

#### Findings

1. (F) WEATHER CONDITION - RAIN
2. (F) ABORTED TAKEOFF - INITIATED - PILOT IN COMMAND
3. (F) LIGHT CONDITION - DARK NIGHT
4. (F) MANEUVER - INITIATED - PILOT IN COMMAND
5. (C) OBJECT - OTHER PERSON

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline transport; Flight instructor	<b>Age:</b>	48, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	12720 hours (Total, all aircraft), 9600 hours (Total, this make and model), 5000 hours (Pilot In Command, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BOEING	<b>Registration:</b>	N271AF
<b>Model/Series:</b>	727-227 727-227	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Transport	<b>Serial Number:</b>	22003
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	144
<b>Date/Type of Last Inspection:</b>	March 11, 1990 Continuous airworthiness	<b>Certified Max Gross Wt.:</b>	191000 lbs
<b>Time Since Last Inspection:</b>	10 Hrs	<b>Engines:</b>	3 Turbo jet
<b>Airframe Total Time:</b>	16173 Hrs	<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	JT8D-17
<b>Registered Owner:</b>	NCNB TEXAS NATIONAL BANK	<b>Rated Power:</b>	16000 Lbs thrust
<b>Operator:</b>	ALASKA AIRLINES, INC.	<b>Operating Certificate(s) Held:</b>	Flag carrier (121)
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	ASAA

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Night/dark
<b>Observation Facility, Elevation:</b>	PHX ,1132 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	22:46 Local	<b>Direction from Accident Site:</b>	0°
<b>Lowest Cloud Condition:</b>	Scattered / 4100 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Overcast / 6100 ft AGL	<b>Visibility (RVR):</b>	0 ft
<b>Wind Speed/Gusts:</b>	6 knots / 0 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	240°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	11°C / 11°C
<b>Precipitation and Obscuration:</b>	Light - None - Rain		
<b>Departure Point:</b>	PHOENIX , AZ (PHX )	<b>Type of Flight Plan Filed:</b>	IFR
<b>Destination:</b>	TUCSON , AZ (TUS )	<b>Type of Clearance:</b>	IFR
<b>Departure Time:</b>	22:15 Local	<b>Type of Airspace:</b>	Class D;Class E

## Airport Information

<b>Airport:</b>	PHOENIX SKY PHX	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>	1132 ft msl	<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	26L	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	10300 ft / 150 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	6 None	<b>Aircraft Damage:</b>	Minor
<b>Passenger Injuries:</b>	35 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	1 Fatal	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Fatal, 41 None	<b>Latitude, Longitude:</b>	33.43048,-112.010505(est)

## Administrative Information

**Investigator In Charge (IIC):** Wilcox, Thomas

**Additional Participating Persons:**

**Original Publish Date:** September 28, 1992

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.ntsb.gov/Docket?ProjectID=26753>

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