



Aviation Investigation Final Report

Location:	OMAHA, Nebraska	Accident Number:	MKC83LA067
Date & Time:	February 14, 1983, 17:15 Local	Registration:	N4013T
Aircraft:	BEECH B23	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT WAS NOT TOTALLY FAMILIAR WITH THE OPERATION OF THIS AIRCRAFT. THE AIRCRAFT ENGINE WAS STARTED WITHOUT SETTING THE PARKING BRAKE PROPERLY. THE PILOT DID NOT HAVE HIS FEET ON THE BRAKES AND COULD NOT REDUCE THE THROTTLE BECAUSE OF THE THROTTLE LOCK. BY THE TIME HE CUT THE IGNITION SWITCH OFF THE AIRCRAFT HAD CROSSED THE TAXIWAY AND COLLIDED WITH TWOPARKED AND UNOCCUPIED AIRCRAFT.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: STANDING - STARTING ENGINE(S)

Findings

1. (C) PARKING BRAKES - NOT USED - PILOT IN COMMAND
 2. (C) LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
 3. (F) LANDING GEAR,NORMAL BRAKE SYSTEM - NOT ENGAGED
 4. (C) CHECKLIST - NOT USED - PILOT IN COMMAND
 5. (F) THROTTLE/POWER LEVER - LOCKED
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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAXI

Findings

6. (F) OBJECT - AIRCRAFT PARKED/STANDING

Factual Information

Pilot Information

Certificate:	Private	Age:	53, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Unknown Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	April 3, 1981
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	100 hours (Total, all aircraft), 12 hours (Total, this make and model), 56 hours (Pilot In Command, all aircraft), 14 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N4013T
Model/Series:	B23 B23	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	M1120
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	100 hour	Certified Max Gross Wt.:	2450 lbs
Time Since Last Inspection:	14 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1538 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-360-A2G
Registered Owner:	BERYL N. HARRIS	Rated Power:	180 Horsepower
Operator:		Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Day
Observation Facility, Elevation:	OMA ,983 ft msl	Distance from Accident Site:	12 Nautical Miles
Observation Time:	16:48 Local	Direction from Accident Site:	45°
Lowest Cloud Condition:		Visibility	2 miles
Lowest Ceiling:	Overcast / 9000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	0°C / -1°C
Precipitation and Obscuration:	N/A - None - Fog		
Departure Point:		Type of Flight Plan Filed:	Unknown
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	

Airport Information

Airport:	MILLARD MLE	Runway Surface Type:	
Airport Elevation:	105 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		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:	41.209136,-96.119102(est)

Administrative Information

Investigator In Charge (IIC): Roth, E

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=33383>

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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](#).