



Aviation Investigation Final Report

Location:	Dobson, North Carolina	Accident Number:	ATL94LA139
Date & Time:	July 15, 1994, 16:00 Local	Registration:	N70BL
Aircraft:	TAYLORCRAFT 15A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT HAD STARTED HIS INITIAL TAKEOFF CLIMB WHEN A TRUCK PULLED ON TO THE SOD RUNWAY AND STOPPED. AS THE PILOT MANEUVERED TO AVOID A COLLISION WITH THE VEHICLE, THE AIRCRAFT LEFT WINGTIP STRUCK THE VEHICLE; THE AIRPLANE CARTWHEELED AND COLLIDED WITH THE GROUND.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE VEHICLE DRIVER'S FAILURE TO REMAIN CLEAR OF A RUNWAY IN USE.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. OBJECT - VEHICLE
2. (C) PROCEDURES/DIRECTIVES - IMPROPER - DRIVER OF VEHICLE

Factual Information

On July 16, 1994, at 1600 eastern daylight time, a Taylorcraft 15A, N70BL, collided with a truck while attempting a takeoff from a private airstrip near Dobson, North Carolina. The personal flight operated under 14 CFR Part 91, with no flight plan filed. Visual weather conditions prevailed at the time of the collision. The airplane sustained substantial damage; the person in the truck received minor injuries and the pilot was not injured. The accident occurred during the initial takeoff attempt.

According to the pilot, the collision occurred at the intersection of the runway and a road used to cross the sod runway. The pilot reported that, the driver of the truck wandered onto the runway and stopped. In an attempt to avoid a collision, the pilot swerved, but the left wing struck the rear of the vehicle. After the collision, the airplane cartwheeled and came to rest on the sod runway. The pilot/owner of the private airstrip stated that putting signs on the building adjacent to the runway would alert vehicle operators of airplanes operating from the airstrip, and to use caution when crossing the runway.

Pilot Information

Certificate:	Private	Age:	67, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	October 2, 1992
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	3500 hours (Total, all aircraft), 100 hours (Total, this make and model), 10 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	TAYLORCRAFT	Registration:	N70BL
Model/Series:	15A 15A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	5-14010
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	June 15, 1994 Annual	Certified Max Gross Wt.:	2200 lbs
Time Since Last Inspection:	2 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	650 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	C-145-C
Registered Owner:	BAKER, NEWELL E.	Rated Power:	145 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:	GSO ,926 ft msl	Distance from Accident Site:	30 Nautical Miles
Observation Time:	17:45 Local	Direction from Accident Site:	120°
Lowest Cloud Condition:	Unknown	Visibility	20 miles
Lowest Ceiling:	Broken / 4000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	13 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	28°C / 21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	16:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	PRIVATE NONE	Runway Surface Type:	Grass/turf
Airport Elevation:	1100 ft msl	Runway Surface Condition:	Dry
Runway Used:	9	IFR Approach:	None
Runway Length/Width:	1800 ft / 200 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	1 Minor	Aircraft Explosion:	None
Total Injuries:	2 Minor, 1 None	Latitude, Longitude:	36.394421,-80.720324(est)

Administrative Information

Investigator In Charge (IIC):	Powell, Phillip
Additional Participating Persons:	NINA MCBRIDE; CHARLOTTE , NC
Original Publish Date:	February 14, 1995
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=3417

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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](#).