



Aviation Investigation Final Report

Location:	KANSAS CITY, Missouri	Accident Number:	MKC89LA189
Date & Time:	August 27, 1989, 13:28 Local	Registration:	N63884
Aircraft:	Consolidated-Vultee BT-13A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT WAS GIVING 'RIDES' TO THE OWNER'S FAMILY. HE STOPPED IN A NORTHERLY DRCTN AT/NEAR THE RGT SIDE OF THE TWY TO CHANGE PASSENGERS (PAX). AFTER THE PAX CHANGE, HE CONTACTED GND CTL & OBTAINED CLNC TO TAXI FOR ANOTHER TAKEOFF. HE HAD LIMITED FWD VISIBILITY IN THE TAILWHEEL EQUIPPED ACFT. TO TAXI, HE ELECTED TO ANGLE THE ACFT TO THE LEFT ONTO THE TWY, THEN TURN RGT TO S-TURN & CLR HIMSELF DWN THE TWY. AS HE BGN TAXIING, 2 CAMOUFLAGED TUGS WITH AMMO TRAILERS WERE COMING DOWN THE TWY FM THE OPPOSITE DRCTN. AS THE ACFT ANGLED ONTO THE TWY, THE RELATIVE PSN OF THE VEHICLES REMAINED OFF THE NOSE OF THE ACFT & THE PLT DID NOT SEE THEM. THE 1ST VEHICLE DRIVER STOPPED & TRIED TO CONTACT GND CTL. HE THEN TRIED TOTAKE EVASIVE ACTN, BUT WAS UNSUCCESSFUL. SUBSEQUENTLY, THE ACFT'S LEFT WING HIT THE 1ST VEHICLE & THE PROP HIT THE AMMO TRAILER. THE ACDNT OCCURRED ON A JOINT-USE MILITARY/CIVILIAN ARPT. THE PLT & VEHICLE DRIVERS WERE UNDER JURISDICTION OF GND CTL & IN VIEW OF THE CTL TWR. THE OPERG PROCEDURES HAD MILITARY & CIVILIAN TRAFFIC ON DIFFERENT FREQS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: INADEQUATE CONTROL TOWER SERVICE PROVIDED BY TOWER PERSONNEL, AND INADEQUATE REMEDIAL ACTION BY THE VEHICLE DRIVER. THE PILOT'S LACK OF VISUAL LOOKOUT WAS CONSIDERED TO BE A CONTRIBUTING FACTOR.

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: TAXI

Findings

1. (C) CONTROL TOWER SERVICE - INADEQUATE - ATC PERSONNEL(LCL/GND/CLNC)
2. (F) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. OBJECT - VEHICLE
4. (C) REMEDIAL ACTION - INADEQUATE - DRIVER OF VEHICLE

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	65, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	October 11, 1988
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	14205 hours (Total, all aircraft), 608 hours (Total, this make and model), 13895 hours (Pilot In Command, all aircraft), 14 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Consolidated-Vultee	Registration:	N63884
Model/Series:	BT-13A BT-13A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1833
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	4350 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	R-985-AN3
Registered Owner:	J.L. MCCULLOUGH	Rated Power:	450 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:	GVW ,1092 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	13:55 Local	Direction from Accident Site:	50°
Lowest Cloud Condition:	Scattered / 4500 ft AGL	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(GVW)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	VFR
Departure Time:	13:25 Local	Type of Airspace:	Class D

Airport Information

Airport:	RICHARDS GEBEUR GVW	Runway Surface Type:	Macadam
Airport Elevation:	1092 ft msl	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	9000 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	38.850353,-94.550819(est)

Administrative Information

Investigator In Charge (IIC): Hruban, John

Additional Participating Persons: GENE BOLLINGER;

Original Publish Date: December 10, 1990

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=34857>

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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](#).