



Aviation Investigation Final Report

Location:	NORTH PLATTE, Nebraska	Accident Number:	CHI00LA254
Date & Time:	August 11, 2000, 23:00 Local	Registration:	N1116Y
Aircraft:	Cessna 208B	Aircraft Damage:	Minor
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

A Cessna 208B sustained minor damage during taxiing when it impacted a standing Cessna 172N with two occupants. The 172N sustained substantial damage. The Cessna 172N while on a taxiway, "performed our run-up and opened our flight plan." The Cessna 208B's pilot said, "Then all of a sudden I saw the rudder of the airplane. There were no lights on the tail of 172 that I could see. I applied the brakes and slid the wheels but the propeller cut into the tail of the 172." A witness stated, "[The Cessna 172N] taxied out to taxi way 'B'. As he was leaving I saw that he did have his beacon on the tail flashing, this was about 10:40. ... As I walked outside, [the Cessna 208B] was on taxiway 'B' traveling at a moderate to slightly high speed. Nothing outrageous but he was moving along. Then I saw the impact. ... It wasn't until I drove out there that I saw the 172 with the tail tore off that I realized what had happened."

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot not maintaining clearance form the other airplane while taxiing. A factor was the dark night.

Findings

Occurrence #1: COLLISION BETWEEN AIRCRAFT (OTHER THAN MIDAIR)
Phase of Operation: TAXI

Findings

1. (F) LIGHT CONDITION - DARK NIGHT
2. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

On August 11, 2000, about 2300 central daylight time, a Cessna 208B, N1116Y, piloted by a commercial pilot, sustained minor damage during taxiing when it impacted a standing Cessna 172N, N734WD, operated by a commercially rated flight instructor with a student pilot on board, on taxiway B at North Platte Regional Airport Lee Bird Field, near North Platte, Nebraska. N734WD sustained substantial damage. N1116Y was operating as a non-scheduled domestic cargo flight under the provisions of 14 CFR Part 135 and N734WD was operating as an instructional flight under the provisions of 14 CFR Part 91. Visual meteorological conditions prevailed at the time of the accident. N1116Y had an IFR flight plan on file and N734WD had a VFR flight plan on file. The three pilots were uninjured. Both flights were originating at the time of the accident. N1116Y was destined for Central Nebraska Regional Airport, near Grand Island, Nebraska, and N734WD was destined for Tri-County Airport, near Erie, Colorado.

The Cessna 208B's pilot stated, "I saw the aircraft taxi toward the south west out of the grass, and then south to the taxiway. After doing paper work, I got into the airplane (time was 22:50) and started the airplane engine completed the checklist and turned on taxi lights and started to taxi from the ramp. The radio tuned to 123.00 and transmitted that Sub Air was taxiing from the ramp to runway 12. I then noticed that the airport lights were not on. I thought this was odd because of the 172 which had taxied out. I stopped the airplane which was still on the ramp and switched the radio from 132.7 back to 123.00 and turned on the lights. I then switched back to 132.7 and called Denver center and received the IFR clearance. At this time I was just leaving the ramp. As I taxied onto the taxiway going East I was wondering where the 172 was because I had not heard any calls from it for take off. The airplane was light so powerlever was at idle and was not taxiing very fast, still could not locate the 172. Then all of a sudden I saw the rudder of the airplane. There were no lights on the tail of 172 that I could see. I applied the brakes and slid the wheels but the propeller cut into the tail of the 172. I stopped and the 172 taxied forward approximately 20 feet. I shut down the engine and got out of the 208. Two pilots were out of their 172 but the master switch was still on because I now could see the glow of the red nav light on the left wing on the ground. The strobe on the belly at the 172 was not on."

The Cessna 172N's instructor stated, "We began our taxi without our taxi/landing light on, using only our beacon and position lights. ... While at the hold short line we performed our run-up and opened our flight plan. My standard procedures for switching to FSS while on a CTAF are to switch the transmitter to the frequency on which I'm about to talk, and monitor the CTAF simultaneously. We followed this procedure and while I opened our flight plan, I heard no traffic advisories on the CTAF. 30 seconds after switching back to the CTAF for transmission, I turned my head left to look at [my student]. Out of my peripheral vision I saw a red glow moving toward us from behind. At this point I turned completely 180 degrees to our six o'clock looking directly behind us. The sight I saw next was the most horrifying scene that I have ever

witnessed as a pilot. Out of the red glow of what I can only assume was our beacon, I saw the intake and spinner of the Grand Caravan bearing down on us at an unbelievable rate. I moved my hand and head forward as quickly as possible in an attempt to firewall the throttle. This effort was futile because my student was on the brakes and didn't know what was happening. As it turned out, the Caravan hit us before my hand reached the throttle. The plane shook violently forward and to the right for no more than 2 or 3 seconds. By this time I had reached the throttle and moved us forward enough to be out of the other aircraft's way."

A witness stated, "[The Cessna 172N] taxied out to taxi way 'B'. As he was leaving I saw that he did have his beacon on the tail flashing, this was about 10:40. Between 10:40 and 10:55 I finished closing up shop. At 10:55 I went outside to have a smoke and wait for 11:00 to roll around. As I walked outside, [the Cessna 208B] was on taxiway 'B' traveling at a moderate to slightly high speed. Nothing outrageous but he was moving along. Then I saw the impact. At first I didn't know what happened, if the caravan had blown a tire and the nose gear collapsed. It wasn't until I drove out there that I saw the 172 with the tail tore off that I realized what had happened."

A navigation light assembly from the Cessna 172N was recovered from the scene. The assembly was sent to the National Transportation Safety Board's Materials Laboratory. The report stated, "...All of the glass had been broken away, and none of the filament remained attached to the deformed filament posts. For this reason, the condition of the filament could not be determined." See appended Materials Laboratory Factual Report.

Black colored ground marks were found trailing behind the Cessna 208B's main tires. See appended photographs.

At 2256, the North Platte Regional Airport Lee Bird Field weather was: Wind 160 degrees at 11 knots; visibility 10 statute miles; sky condition clear; temperature 30 degrees C; dew point 11 degrees C; altimeter 29.95 inches of mercury.

The airport manager stated, "As you can see the airport safety inspection was made at 640am Friday and the lights were working. We had no reports that the taxiway lights were inop anytime that evening. The lights were on when I arrived at the accident site around 1145pm." See appended statement and safety inspection.

Pilot Information

Certificate:	Commercial	Age:	56, 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 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	November 29, 1999
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	3232 hours (Total, all aircraft), 226 hours (Total, this make and model), 3100 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N1116Y
Model/Series:	208B 208B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	208B-0368
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	July 18, 2000 AAIP	Certified Max Gross Wt.:	8950 lbs
Time Since Last Inspection:	64 Hrs	Engines:	1 Turbo prop
Airframe Total Time:	3840 Hrs	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	PT6A-114A
Registered Owner:	SUBURBAN AIR FREIGHT	Rated Power:	675 Horsepower
Operator:		Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night/dark
Observation Facility, Elevation:	LBF ,2779 ft msl	Distance from Accident Site:	
Observation Time:	22:56 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	86°C / 52°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(LBF)	Type of Flight Plan Filed:	IFR
Destination:	GRAND ISLAND , NE (GRI)	Type of Clearance:	IFR
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	NORTH PLATTE REGIONAL LBF	Runway Surface Type:	
Airport Elevation:	2779 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

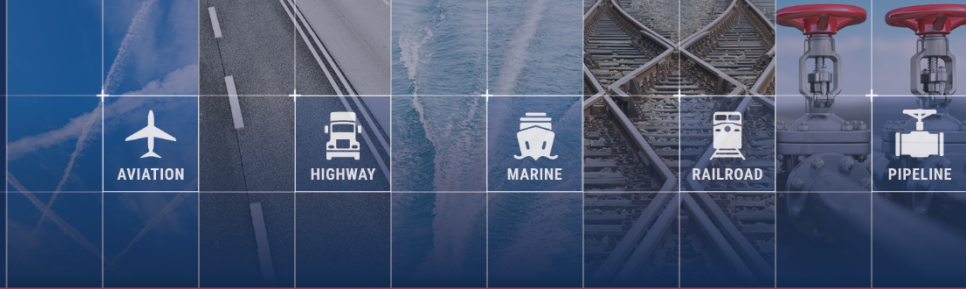
Crew Injuries:	1 None	Aircraft Damage:	Minor
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	MALINOWSKI, EDWARD
Additional Participating Persons:	DALLAS E BAKER; LINCOLN , NE
Original Publish Date:	December 4, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=51071

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](#).



Aviation Investigation Final Report

Location:	NORTH PLATTE, Nebraska	Accident Number:	CHI00LA254
Date & Time:	August 11, 2000, 23:00 Local	Registration:	N734WD
Aircraft:	Cessna 172N	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

A Cessna 208B sustained minor damage during taxiing when it impacted a standing Cessna 172N with two occupants. The 172N sustained substantial damage. The Cessna 172N while on a taxiway, "performed our run-up and opened our flight plan." The Cessna 208B's pilot said, "Then all of a sudden I saw the rudder of the airplane. There were no lights on the tail of 172 that I could see. I applied the brakes and slid the wheels but the propeller cut into the tail of the 172." A witness stated, "[The Cessna 172N] taxied out to taxi way 'B'. As he was leaving I saw that he did have his beacon on the tail flashing, this was about 10:40. ... As I walked outside, [the Cessna 208B] was on taxiway 'B' traveling at a moderate to slightly high speed. Nothing outrageous but he was moving along. Then I saw the impact. ... It wasn't until I drove out there that I saw the 172 with the tail tore off that I realized what had happened."

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot of the other airplane not maintaining clearance while taxiing. A factor was the dark night.

Findings

Occurrence #1: COLLISION BETWEEN AIRCRAFT (OTHER THAN MIDAIR)
Phase of Operation: STANDING - ENGINE(S) OPERATING

Findings

1. (F) LIGHT CONDITION - DARK NIGHT
2. (C) CLEARANCE - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT

Factual Information

See narrative CHI00LA254A.

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	21, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	April 17, 2000
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	341 hours (Total, all aircraft), 150 hours (Total, this make and model), 280 hours (Pilot In Command, all aircraft), 85 hours (Last 90 days, all aircraft), 78 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N734WD
Model/Series:	172N 172N	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	17269165
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	August 2, 2000 Annual	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:	12 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2707 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-320-H2AD
Registered Owner:	MARK L. KEEDY	Rated Power:	160 Horsepower
Operator:	MCAIR AVIATION	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night/dark
Observation Facility, Elevation:	LBF ,2779 ft msl	Distance from Accident Site:	
Observation Time:	22:56 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	86°C / 52°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(LBF)	Type of Flight Plan Filed:	VFR
Destination:	ERIE , CO (48V)	Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	NORTH PLATTE REGIONAL LBF	Runway Surface Type:	
Airport Elevation:	2779 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	MALINOWSKI, EDWARD
Additional Participating Persons:	DALLAS E BAKER; LINCOLN , NE
Original Publish Date:	December 4, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=51071

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