



Aviation Investigation Final Report

Location:	Dayton, Ohio	Accident Number:	NYC02LA141
Date & Time:	July 17, 2002, 15:25 Local	Registration:	N29988
Aircraft:	Waco UPF-7	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

After landing on the grass area adjacent to the paved runway, the Kitfox pilot taxied his airplane eastbound, where he "looked down the runway," observing that there was no traffic on the runway or on final approach. The pilot then announced on the common traffic advisory frequency that he was going to "back taxi" on the active runway. As the KitFox entered onto the runway, it was struck by another airplane, which was on rollout from landing. The landing airplane was not equipped with a communications radio or a landing light. The airport traffic area was uncontrolled. The weather reported at a nearby airport, about the time of the accident, included visibility of 6 miles and haze.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The inadequate visual lookout by the pilot of the Kitfox. Factors related to the accident were the non-radio equipped Waco, and the hazy visual conditions.

Findings

Occurrence #1: COLLISION BETWEEN AIRCRAFT (OTHER THAN MIDAIR)
Phase of Operation: LANDING - ROLL

Findings

1. (F) COMM/NAV EQUIPMENT, TRANSCEIVER - NOT INSTALLED

2. (C) VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
3. LANDING LIGHT(S) - NOT INSTALLED

Factual Information

On July 17, 2002, about 1525 eastern daylight time, a Waco UPF-7, N29988, was substantially damaged when it collided with another airplane, while landing at the Moraine Airpark, Dayton, Ohio. The other airplane, a homebuilt KitFox IV, N430DC, was also substantially damaged. The Pilot and two passengers of the Waco received minor injuries, while the pilot of the KitFox was not injured. Visual meteorological conditions prevailed, and no flight plans were filed for either airplane, which were operated under 14 CFR Part 91 on local flights.

According to the pilot of the KitFox, he had landed on the grass area adjacent to runway 26, a 3,500-foot-long, 65-foot-wide, asphalt runway. The KitFox was taxied eastbound on the grass, where the pilot "looked down the runway," observing that there was no traffic on the runway or on final approach. He then announced on the common traffic advisory frequency that he was going to "back taxi" on the active runway. As the KitFox entered onto runway 26, it was struck by the Waco, which was on rollout from landing.

The pilot of the Waco stated that, during his approach to the airport, he observed the Kitfox in the grass area adjacent to the left side of the runway. The next time he observed the Kitfox, it was on the runway, with no time to take evasive action.

According to the Waco pilot, the Waco was not equipped with a communications radio, or a landing light.

Moraine Airpark was an uncontrolled airport.

The weather reported at a nearby airport, about the time of the accident, included winds from 220 degrees at 8 knots, and a visibility of 6 miles and haze.

Pilot Information

Certificate:	Commercial	Age:	53, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Rear
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 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	May 13, 2002
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	May 13, 2002
Flight Time:	10000 hours (Total, all aircraft), 6000 hours (Total, this make and model), 9000 hours (Pilot In Command, all aircraft), 125 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Waco	Registration:	N29988
Model/Series:	UPF-7	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	5485
Landing Gear Type:	Tailwheel	Seats:	3
Date/Type of Last Inspection:	November 14, 2001 Annual	Certified Max Gross Wt.:	2650 lbs
Time Since Last Inspection:	54 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	8981 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	Not installed	Engine Model/Series:	R670
Registered Owner:	Harold Johnson	Rated Power:	220 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	DAY,823 ft msl	Distance from Accident Site:	12 Nautical Miles
Observation Time:	15:54 Local	Direction from Accident Site:	180°
Lowest Cloud Condition:	Few / 14000 ft AGL	Visibility	6 miles
Lowest Ceiling:	Broken / 25000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.09 inches Hg	Temperature/Dew Point:	31°C / 18°C
Precipitation and Obscuration:	N/A - None - Haze		
Departure Point:	Dayton, OH (I73)	Type of Flight Plan Filed:	None
Destination:	(I73)	Type of Clearance:	None
Departure Time:	12:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	Moraine Airpark I73	Runway Surface Type:	Asphalt
Airport Elevation:	720 ft msl	Runway Surface Condition:	Dry
Runway Used:	26	IFR Approach:	None
Runway Length/Width:	3500 ft / 65 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

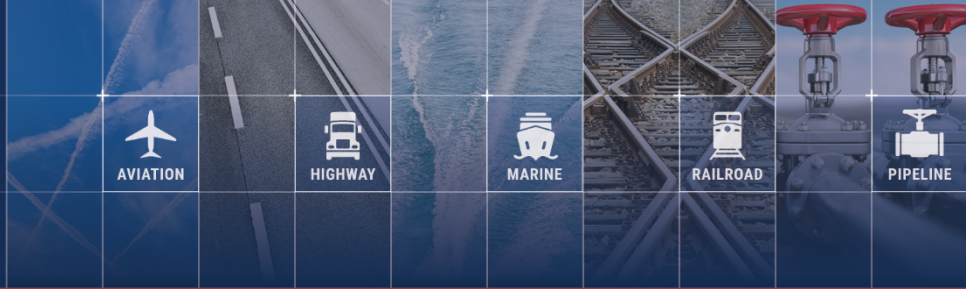
Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	2 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 Minor	Latitude, Longitude:	39.683334,-84.245834

Administrative Information

Investigator In Charge (IIC):	Demko, Stephen
Additional Participating Persons:	Corinne Bracket; FAA; Cincinnati, OH
Original Publish Date:	November 25, 2003
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=55239

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:	Dayton, Ohio	Accident Number:	NYC02LA141
Date & Time:	July 17, 2002, 15:25 Local	Registration:	N430DC
Aircraft:	Clark KitFox IV	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

After landing on the grass area adjacent to the paved runway, the Kitfox pilot taxied his airplane eastbound, where he "looked down the runway," observing that there was no traffic on the runway or on final approach. The pilot then announced on the common traffic advisory frequency that he was going to "back taxi" on the active runway. As the KitFox entered onto the runway, it was struck by another airplane, which was on rollout from landing. The landing airplane was not equipped with a communications radio or a landing light. The airport traffic area was uncontrolled. The weather reported at a nearby airport, about the time of the accident, included visibility of 6 miles and haze.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The inadequate visual lookout by the pilot of the Kitfox. Factors related to the accident were the non-radio equipped Waco, and the hazy visual conditions.

Findings

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

Findings

1. (F) WEATHER CONDITION - HAZE/SMOKE
2. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

Factual Information

On July 17, 2002, about 1525 eastern daylight time, a Waco UPF-7, N29988, was substantially damaged when it collided with another airplane, while landing at the Moraine Airpark, Dayton, Ohio. The other airplane, a homebuilt KitFox IV, N430DC, was also substantially damaged. The Pilot and two passengers of the Waco received minor injuries, while the pilot of the KitFox was not injured. Visual meteorological conditions prevailed, and no flight plans were filed for either airplane, which were operated under 14 CFR Part 91 on local flights.

According to the pilot of the KitFox, he had landed on the grass area adjacent to runway 26, a 3,500-foot-long, 65-foot-wide, asphalt runway. The KitFox was taxied eastbound on the grass, where the pilot "looked down the runway," observing that there was no traffic on the runway or on final approach. He then announced on the common traffic advisory frequency that he was going to "back taxi" on the active runway. As the KitFox entered onto runway 26, it was struck by the Waco, which was on rollout from landing.

The pilot of the Waco stated that, during his approach to the airport, he observed the Kitfox in the grass area adjacent to the left side of the runway. The next time he observed the Kitfox, it was on the runway, with no time to take evasive action.

According to the Waco pilot, the Waco was not equipped with a communications radio, or a landing light.

Moraine Airpark was an uncontrolled airport.

The weather reported at a nearby airport, about the time of the accident, included winds from 220 degrees at 8 knots, and a visibility of 6 miles and haze.

Pilot Information

Certificate:	Private	Age:	72, 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:	July 30, 2001
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	May 24, 2002
Flight Time:	629 hours (Total, all aircraft), 75 hours (Total, this make and model), 564 hours (Pilot In Command, all aircraft), 8 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Clark	Registration:	N430DC
Model/Series:	KitFox IV	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	1739
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	October 31, 2001 Annual	Certified Max Gross Wt.:	1200 lbs
Time Since Last Inspection:	18 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	77 Hrs as of last inspection	Engine Manufacturer:	NSI
ELT:	Installed, not activated	Engine Model/Series:	EA-81
Registered Owner:	David A. Clark	Rated Power:	100 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	DAY,823 ft msl	Distance from Accident Site:	12 Nautical Miles
Observation Time:	15:54 Local	Direction from Accident Site:	180°
Lowest Cloud Condition:	Few / 14000 ft AGL	Visibility	6 miles
Lowest Ceiling:	Broken / 25000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.09 inches Hg	Temperature/Dew Point:	31°C / 18°C
Precipitation and Obscuration:	N/A - None - Haze		
Departure Point:	Dayton, OH (I73)	Type of Flight Plan Filed:	None
Destination:	(I73)	Type of Clearance:	None
Departure Time:	12:00 UTC	Type of Airspace:	Class G

Airport Information

Airport:	Moraine Airpark I73	Runway Surface Type:	Asphalt
Airport Elevation:	720 ft msl	Runway Surface Condition:	Dry
Runway Used:	26	IFR Approach:	None
Runway Length/Width:	3500 ft / 65 ft	VFR Approach/Landing:	Full stop;Traffic pattern

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:	39.683334,-84.245834

Administrative Information

Investigator In Charge (IIC):	Demko, Stephen
Additional Participating Persons:	Corinne Bracket; FAA; Cincinnati, OH
Original Publish Date:	November 25, 2003
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=55239

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