



Aviation Investigation Final Report

Location:	LOUISVILLE, Kentucky	Incident Number:	ATL87IA027
Date & Time:	November 25, 1986, 21:30 Local	Registration:	N823JS
Aircraft:	BRITISH AEROSPACE BA-31	Aircraft Damage:	Minor
Defining Event:		Injuries:	12 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Scheduled		

Analysis

WHILE TAXIING FOR TAKEOFF, A JETSTREAM 31 OPERATING AS A COMMUTER CARRIER TO DAYTON, OHIO, COLLIDED WITH THE FOURTH BAGGAGE CART OF A FOUR CAR TRAIN. THE VISIBILITY ON THE RAMP WAS REDUCED DUE TO RAIN AND FOG. THE BAGGAGE CART DRIVER STATED THAT HE WAS CLEARING THE FOG FROM THE WINDSHIELD AND DID NOT SEE THE AIRCRAFT IN TIME TO AVOID THE COLLISION. THE AIRPORT WAS LIGHTED IN THE VICINITY OF THE MISHAP. THE PILOT ALSO HAD THE AIRCRAFT LIGHTS ON.

Probable Cause and Findings

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

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAXI - TO TAKEOFF

Findings

1. OBJECT - VEHICLE
2. (C) VISUAL LOOKOUT - INADEQUATE - DRIVER OF VEHICLE
3. WEATHER CONDITION - RAIN
4. WEATHER CONDITION - FOG

Factual Information

Pilot Information

Certificate:	Airline transport	Age:	27, Male
Airplane Rating(s):	Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	June 26, 1986
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	5525 hours (Total, all aircraft), 700 hours (Total, this make and model), 3205 hours (Pilot In Command, all aircraft), 201 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BRITISH AEROSPACE	Registration:	N823JS
Model/Series:	BA-31 BA-31	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	523
Landing Gear Type:	Retractable - Tricycle	Seats:	19
Date/Type of Last Inspection:	November 20, 1986 AAIP	Certified Max Gross Wt.:	15000 lbs
Time Since Last Inspection:	37 Hrs	Engines:	2 Turbo prop
Airframe Total Time:	5851 Hrs	Engine Manufacturer:	GARRETT
ELT:		Engine Model/Series:	TPE-331
Registered Owner:	E.F. HUTTON CAPITAL CORP.	Rated Power:	715 Horsepower
Operator:	JET STREAM INT'L	Operating Certificate(s) Held:	Commuter air carrier (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:	SDF	Distance from Accident Site:	
Observation Time:	21:50 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	3 miles
Lowest Ceiling:	Overcast / 600 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	80°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	10°C / 9°C
Precipitation and Obscuration:	N/A - None - Rain		
Departure Point:	LOUISVILLE , KY	Type of Flight Plan Filed:	IFR
Destination:	DAYTON , OH	Type of Clearance:	IFR
Departure Time:	00:00 Local	Type of Airspace:	Class E

Airport Information

Airport:	STANDIFORD SDF	Runway Surface Type:	Concrete
Airport Elevation:		Runway Surface Condition:	Wet
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Minor
Passenger Injuries:	10 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	12 None	Latitude, Longitude:	38.270465,-85.619689(est)

Administrative Information

Investigator In Charge (IIC): Powell, Phillip

Additional Participating Persons: RICHARD E KELLY; LOUISVILLE , KY

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=7326>

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](#).