



National Transportation Safety Board Aviation Accident Final Report

Location:	GLENDALE, AZ	Accident Number:	LAX95LA276A
Date & Time:	08/01/1995, 0900 MST	Registration:	N105DG
Aircraft:	NORTH AMERICAN AT-6B	Aircraft Damage:	Minor
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE PILOT IN THE NUMBER 3 AIRCRAFT, IN POSITION ON THE RIGHT SIDE OF THE RUNWAY, COLLIDED WITH THE NUMBER 2 AIRCRAFT, POSITIONED FOR TAKEOFF ON THE LEFT SIDE, ABOUT 5 TO 6 SECONDS AFTER THE LEAD AIRCRAFT BEGAN ITS TAKEOFF ROLL. THE NUMBER 3 PILOT THOUGHT THAT THE NUMBER 2 PILOT WAS TAKING OFF WITH THE LEAD AIRCRAFT AND INITIATED HIS TAKEOFF ROLL AFTER COUNTING TO 5 SECONDS. THE NUMBER 2 PILOT STATED THAT THE GROUP OF PILOTS DECIDED EARLIER ON INTERVAL TAKEOFFS DUE TO THE NARROW RUNWAY.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the failure of the pilot to follow pre-briefed instructions, and failure to see and avoid the preceding aircraft awaiting takeoff.

Findings

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

Findings

1. (C) CREW/GROUP BRIEFING - NOT FOLLOWED - PILOT IN COMMAND
2. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

Factual Information

On August 1, 1995, at 0900 hours mountain standard time, a North American AT-6B, N105DG, collided with another AT-6, N90629, on the runway at the beginning of a takeoff roll at the airport in Glendale, Arizona. Visual meteorological conditions existed at the time for the pleasure flight to El Paso, Texas. The AT-6 (N90629) awaiting takeoff on the runway received substantial damage when the AT-6 (N105DG) behind it started its takeoff roll and collided with the wing of N90629. The two pilots and one passenger were not injured.

The two aircraft were part of a group of five WW-II Warbirds departing single ship from runway 01 for an across-the-country tour of aircraft celebrating the end of the World War II.

The investigation revealed that N105DG was number 3 in the group of similar aircraft to takeoff. The number 1 aircraft began its take off with about 5 seconds separation for spacing. The number 2 aircraft (N90629) was waiting his turn, as briefed, for takeoff when the collision occurred. The pilot of the number 3 aircraft stated to an Federal Aviation Administration inspector that he didn't understand the pretakeoff pilot briefing regarding the takeoff procedures. He initiated his takeoff and his left wing collided with the right wing of the number 2 aircraft.

The pilot of N105DG stated in his report that he understood that the number 2 aircraft would be making a formation takeoff with the lead aircraft. All aircraft taxied onto the runway and he then lined up on the right side of the runway with the number 1 aircraft in view. He observed the lead aircraft begin its takeoff roll and assumed that the number 2 aircraft was rolling within formation with him. The pilot counted 5 to 6 seconds for spacing and started his takeoff roll. He angled to the left to align the aircraft with the runway centerline and then straightened out on the runway centerline. At this time, the pilot observed the number 2 aircraft still stationary in front and to the left. He attempted to avoid a collision by going to the right but was unsuccessful. The left wing of N105DG collided with the right wing of N90629.

The pilot of N90629 stated in his report that he pulled nearly abeam of the lead aircraft and stopped. After lead began his takeoff roll, he began to count before he released his brakes. As he reached the count of 4 seconds, N105DG went by on the right and collided with his right wing. He further stated that the group had briefed at 0800 that morning and it was decided that an interval takeoff would be made because the runway was too narrow.

Runway 01 at the Glendale airport is 5,350 feet in length and 75 feet wide.

The pilot in N105DG stated he was seated in the rear seat. The front seat was occupied by a pilot rated passenger.

Pilot Information

Certificate:	Commercial	Age:	59, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
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:	04/06/1995
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	4700 hours (Total, all aircraft), 425 hours (Total, this make and model), 4300 hours (Pilot In Command, all aircraft), 26 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	NORTH AMERICAN	Registration:	N105DG
Model/Series:	AT-6B AT-6B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	90955
Landing Gear Type:	Retractable - Tailwheel	Seats:	2
Date/Type of Last Inspection:	05/02/1995, Annual	Certified Max Gross Wt.:	6000 lbs
Time Since Last Inspection:	40 Hours	Engines:	1 Reciprocating
Airframe Total Time:	4900 Hours	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	R-1340AN-1
Registered Owner:	DAVID H. GROARK	Rated Power:	600 hp
Operator:	DAVID H. GROARK	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	35° C
Precipitation and Obscuration:			
Departure Point:	(GEU)	Type of Flight Plan Filed:	None
Destination:	EL PASO, TX (BIF)	Type of Clearance:	None
Departure Time:	0900 PDT	Type of Airspace:	Class D

Airport Information

Airport:	GLENDALE MUNICIPAL (GEU)	Runway Surface Type:	Asphalt
Airport Elevation:	1066 ft	Runway Surface Condition:	Dry
Runway Used:	1	IFR Approach:	None
Runway Length/Width:	5350 ft / 75 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	R. G MUCHO	Report Date:	11/30/1995
Additional Participating Persons:	WAYNE MCKINNEY; SCOTTSDALE, AZ		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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