



National Transportation Safety Board Aviation Accident Data Summary

Location:	DENVER, CO	Accident Number:	FTW98FA001
Date & Time:	10/01/1997, 0436 MDT	Registration:	N414EX
Aircraft:	Boeing 727-51C	Injuries:	1 Serious, 2 Minor, 1 None
Flight Conducted Under:	Part 121: Air Carrier - Non-scheduled		

Analysis

As the cargo jet was taxiing for takeoff in a nonmovement area, it was struck by an airport employee shuttle bus. The airplane captain was seriously injured. Visual meteorological conditions prevailed, and the collision occurred during predawn hours. The bus driver said he stopped at the stop sign, turned on the 4-way flasher lights, and looked both ways. He saw one inbound aircraft to the right that had stopped. He did not see the airplane approaching from the left as he started across the cargo ramp. The airplane crew stated they did not see the bus until seconds before impact. Airplane skid marks, measuring 22 and 24 feet in length, were noted on the taxiway. No bus skid marks were noted on the roadway.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Failure of the bus driver to yield the right of way to oncoming traffic due to his inadequate visual lookout. Factors were visibility restrictions, inadequate driver training by management, and the flight crew's inadequate visual lookout due to their attention being diverted by performing the pretakeoff checklist.

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. (F) FACILITY INADEQUATE, VISUAL RESTRICTION
4. (F) INADEQUATE INITIAL TRAINING - COMPANY/OPERATOR MANAGEMENT
5. (F) VISUAL LOOKOUT - INADEQUATE - FLIGHTCREW
6. (F) DIVERTED ATTENTION - FLIGHTCREW

Pilot Information

Certificate:	Airline Transport; Commercial	Age:	52
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	Glider	Instructor Rating(s):	Glider
Flight Time:	15020 hours (Total, all aircraft), 7305 hours (Total, this make and model), 7920 hours (Pilot In Command, all aircraft), 136 hours (Last 90 days, all aircraft), 47 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Boeing	Registration:	N414EX
Model/Series:	727-51C 727-51C	Engines:	3 Turbo Fan
Operator:	RYAN INTL AIRLINES, INC.	Engine Manufacturer:	P&W
Operating Certificate(s) Held:	Flag carrier (121)	Engine Model/Series:	JT8D-7B
Flight Conducted Under:	Part 121: Air Carrier - Non-scheduled		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	DEN, 5431 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	6 knots / , 230°
Temperature:	12° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	(DEN)	Destination:	SAN FRANCISCO, CA (SFO)

Airport Information

Airport:	DENVER INTERNATIONAL (DEN)	Runway Surface Type:	
Runway Used:	0	Runway Surface Condition:	
Runway Length/Width:			

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): ARNOLD W SCOTT

Adopted Date: 05/04/1998

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/>.

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.