



National Transportation Safety Board Aviation Accident Final Report

Location:	ATLANTA, GA	Accident Number:	ATL85FKG05
Date & Time:	05/02/1985, 0714 EDT	Registration:	N902BH
Aircraft:	PIPER PA-31	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

ON MAY 2, 1985, AT 0714 EDT, A PIPER PA-31, N902BH, REGISTERED TO PAUL M. FURNEE, WAS STRUCK BY A GROUND VEHICLE WHILE TAXIING FOR TAKE OFF AT HARTSFIELD INTERNATIONAL AIRPORT, ATLANTA, GEORGIA ON AN AIRTAXI CARGO FLIGHT. INSTRUMENT METEOROLOGICAL CONDITIONS PREVAILED AT THE TIME AND AN IFR FLIGHT PLAN WAS FILED.

Probable Cause and Findings

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

Findings

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

Findings

1. (C) VISUAL LOOKOUT - INADEQUATE - DRIVER OF VEHICLE
2. OBJECT - VEHICLE

Factual Information

Pilot Information

Certificate:	Airline Transport; Commercial	Age:	27, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	01/21/1985
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	4220 hours (Total, all aircraft), 81 hours (Total, this make and model), 4010 hours (Pilot In Command, all aircraft), 102 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N902BH
Model/Series:	PA-31 PA-31	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	31-37
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	6500 lbs
Time Since Last Inspection:	90 Hours	Engines:	2 Reciprocating
Airframe Total Time:	6672 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	TIO-540
Registered Owner:	PAUL M.FURNEE	Rated Power:	310 hp
Operator:	READI-AIR	Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:		Operator Designator Code:	OSP

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ATL, 1026 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0650 EDT	Direction from Accident Site:	90°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	2 Miles
Lowest Ceiling:	Broken / 400 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	16 °C / 15 °C
Precipitation and Obscuration:			
Departure Point:	ATLANTA, GA (ATL)	Type of Flight Plan Filed:	IFR
Destination:	SAVANNAH, GA (SAV)	Type of Clearance:	
Departure Time:	0000	Type of Airspace:	

Airport Information

Airport:	HARTSFIELD (ATL)	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	J KEETON	Report Date:	
Additional Participating Persons:			
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/ .		

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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).