



# Aviation Investigation Final Report

<b>Location:</b>	SAN FRANCISCO, California	<b>Accident Number:</b>	LAX83LA103
<b>Date &amp; Time:</b>	February 15, 1983, 12:00 Local	<b>Registration:</b>	N704CC
<b>Aircraft:</b>	BEECH 95-55	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE PILOT WAS PREPARING TO TAXI WHEN HE NOTICED A LOOSE FUEL CAP ON THE ACFT'S LEFT WING. HE SET THE PARKING BRAKE, EXITED THE ACFT WITH BOTH ENGINES OPERATING, PLACED A CHOCK ON THE RIGHT WHEEL AND WAS SECURING THE LOOSE FUEL CAP WHEN THE ACFT STARTED TO MOVE. HE TRIED TO HOLD THE ACFT BY THE WING BUT IT CONTINUED TO TURN AND STRUCK A PARKED COMMANDER 690C, N155WP. THE PILOT STATED THAT PRIOR TO EXITING THE COCKPIT HE ASKED THE FRONT SEAT PASSENGER TO HOLD THE BRAKES IN CASE THE ACFT MOVED. THE PASSENGER WAS FAMILIAR WITH THE BRAKES. THE PASSENGERS ATTEMPTS TO STOP THE ACFT WERE NOT SUCCESSFUL. POST ACCIDENT EXAMINATION DISCLOSED THAT THE PARKING BRAKE VALVE DID NOT HOLD PRESSURE AND THE LEFT BRAKE LININGS WERE AT MINIMUM THICKNESS.

## Probable Cause and Findings

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

### Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation: STANDING - ENGINE(S) OPERATING

Findings

1. (C) LANDING GEAR, EMERGENCY BRAKE SYSTEM - INOPERATIVE
2. (C) LANDING GEAR, NORMAL BRAKE SYSTEM - WORN

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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: TAXI

Findings

3. (F) FUEL SYSTEM, CAP - LOOSE
4. (F) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
5. (C) AIRCRAFT UNATTENDED/ENGINE(S) RUNNING - INTENTIONAL - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline transport	<b>Age:</b>	61, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	May 15, 1982
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	15312 hours (Total, all aircraft), 400 hours (Total, this make and model), 125 hours (Last 90 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N704CC
<b>Model/Series:</b>	95-55 95-55	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	TC 678
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	April 8, 1982 Annual	<b>Certified Max Gross Wt.:</b>	4880 lbs
<b>Time Since Last Inspection:</b>	50 Hrs	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>		<b>Engine Model/Series:</b>	IO-470-L
<b>Registered Owner:</b>	DAVID MORRIS	<b>Rated Power:</b>	260 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	SFO	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	11:55 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Scattered / 8000 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Broken / 14000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	15 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	180°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	12°C / 8°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	IFR
<b>Destination:</b>	ROSENBERG , OR (R8G )	<b>Type of Clearance:</b>	IFR
<b>Departure Time:</b>	00:00 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	SAN FRANCISCO SFO	<b>Runway Surface Type:</b>	Concrete
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	2 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	3 None	<b>Latitude, Longitude:</b>	37.609207,-122.380325(est)

## Administrative Information

**Investigator In Charge (IIC):** Llorente, A.

**Additional Participating Persons:**

**Original Publish Date:**

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=23615>

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