



# Aviation Investigation Final Report

<b>Location:</b>	BURBANK, California	<b>Accident Number:</b>	LAX88LA073
<b>Date &amp; Time:</b>	December 21, 1987, 11:06 Local	<b>Registration:</b>	N4026A
<b>Aircraft:</b>	CESSNA 195A	<b>Aircraft Damage:</b>	Minor
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation		

## Analysis

WHILE HOLDING SHORT OF THE ACTIVE RWY, THE NUMBER ONE ACFT WAS HAVING RADIO PROBLEMS. THE CONTROLLER BEGAN TO CLEAR OTHER ACFT FOR TAKEOFF. TWO ACFT WERE ABLE TO GET AROUND THE NUMBER ONE ACFT AND TAKEOFF. THE THIRD ACFT, CLEARED TO TAXI INTO POSITION, DID NOT SEE THE NUMBER ONE ACFT NOR DID HE REALIZE AN ACFT WAS HOLDING IN FRONT OF HIM. THE NUMBER THREE ACFT COLLIDED WITH THE RIGHT SIDE OF THE NUMBER ONE ACFT.

## 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. (F) OBJECT - AIRCRAFT PARKED/STANDING
2. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	46, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	Glider	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	November 20, 1986
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1947 hours (Total, all aircraft), 38 hours (Total, this make and model), 1796 hours (Pilot In Command, all aircraft), 68 hours (Last 90 days, all aircraft), 28 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N4026A
<b>Model/Series:</b>	195A 195A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	7830
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	5
<b>Date/Type of Last Inspection:</b>	August 20, 1987 Annual	<b>Certified Max Gross Wt.:</b>	3150 lbs
<b>Time Since Last Inspection:</b>	33 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3670 Hrs	<b>Engine Manufacturer:</b>	JACOBS
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	R755A2
<b>Registered Owner:</b>	ARMAND A. PASQUALI	<b>Rated Power:</b>	300 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>	BUR ,775 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	10:51 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	15 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	16°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	CAMARILLO , CA (CMA )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	00:00 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	BURBANK BUR	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	775 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	7	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	6074 ft / 150 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

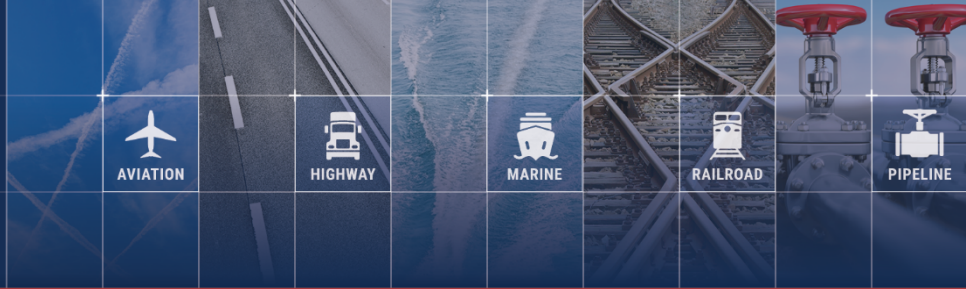
<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Minor
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	34.170238,-118.309616(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Eckrote, Debra
<b>Additional Participating Persons:</b>	AUDREY SCHUTTE; VAN NUYS , CA
<b>Original Publish Date:</b>	January 11, 1989
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=25923">https://data.ntsb.gov/Docket?ProjectID=25923</a>

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](#).



# Aviation Investigation Final Report

<b>Location:</b>	BURBANK, California	<b>Accident Number:</b>	LAX88LA073
<b>Date &amp; Time:</b>	December 21, 1987, 11:06 Local	<b>Registration:</b>	N4309Y
<b>Aircraft:</b>	PIPER PA-28-161	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation		

## Analysis

WHILE HOLDING SHORT OF THE ACTIVE RWY, THE NUMBER ONE ACFT,N4309Y, WAS HAVING RADIO PROBLEMS. THE TOWER BEGAN TO CLEAR OTHER ACFT FOR TAKEOFF. TWO ACFT WERE ABLE TO GET AROUND THE NUMBER ONE ACFT AND TAKEOFF. THE THIRD ACFT CLEARED TO TAXI INTO POSITION DID NOT SEE THE NUMBER ONE ACFT NOR DID HE REALIZE AN ACFT WAS HOLDING IN FRONT OF HIM, COLLIDED INTO THE RIGHT SIDE OF THE NUMBER ONE ACFT.

## 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) OBJECT - AIRCRAFT MOVING ON GROUND
2. (F) COMM/NAV EQUIPMENT,RECEIVER - ERRATIC
3. (C) VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	21, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	November 11, 1987
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	98 hours (Total, all aircraft), 41 hours (Total, this make and model), 56 hours (Pilot In Command, all aircraft), 19 hours (Last 90 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N4309Y
<b>Model/Series:</b>	PA-28-161 PA-28-161	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	28-8316087
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	2150 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-320
<b>Registered Owner:</b>	WINSTON MIVER	<b>Rated Power:</b>	160 Horsepower
<b>Operator:</b>	CALIFORNIA AVIATION	<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>	BUR ,775 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	10:51 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	15 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	16°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	SANTA MONICA , CA (SMO )	<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>	00:00 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	BURBANK BUR	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	775 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	7	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	6074 ft / 150 ft	<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>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	34.170238,-118.309616(est)



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