



Aviation Investigation Final Report

Location:	LOS ANGELES, California	Accident Number:	LAX88LA074
Date & Time:	December 21, 1987, 19:00 Local	Registration:	N75397
Aircraft:	PIPER PA-32R-300	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

WHILE TAXIING AFTER LANDING, N911E WAS INSTRUCTED TO TAXI TO A POSITION AND HOLD, EN ROUTE TO THAT POSITION, THE ACFT COLLIDED WITH N75397 THAT WAS ALSO HOLDING IN THE SAME POSITION. THE PLT OF N911E STATED THAT HE DID NOT SEE THE ACFT DUE TO MOISTURE THAT HAD ACCUMULATED ON THE WIND SHIELD, THE CONFIGURATION OF THE ACFT CONTRIBUTED TO POOR FORWARD VISIBILITY, AND THE RIGHT MAIN GEAR WAS CLOSE TO FLAT WHICH LED TO POOR BRAKING ACTION.

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: STANDING - ENGINE(S) OPERATING

Findings

1. OBJECT - AIRCRAFT MOVING ON GROUND
2. (C) VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
3. (F) DIVERTED ATTENTION - PILOT OF OTHER AIRCRAFT
4. (F) LIGHT CONDITION - DARK NIGHT
5. (C) CLEARANCE - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT

Factual Information

Pilot Information

Certificate:	Commercial	Age:	25, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	October 21, 1987
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1550 hours (Total, all aircraft), 500 hours (Total, this make and model), 1470 hours (Pilot In Command, all aircraft), 180 hours (Last 90 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N75397
Model/Series:	PA-32R-300 PA-32R-300	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	32R-7680301
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	December 14, 1987 Continuous airworthiness	Certified Max Gross Wt.:	3400 lbs
Time Since Last Inspection:	19 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4104 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-540-K1G50
Registered Owner:	AMERIFLIGHT, INC.	Rated Power:	300 Horsepower
Operator:		Operating Certificate(s) Held:	Air cargo
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night/dark
Observation Facility, Elevation:	LAX ,126 ft msl	Distance from Accident Site:	
Observation Time:	19:07 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	VFR
Destination:		Type of Clearance:	VFR
Departure Time:	00:00 Local	Type of Airspace:	Class E

Airport Information

Airport:	LOS ANGELES LAX	Runway Surface Type:	Asphalt
Airport Elevation:	126 ft msl	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

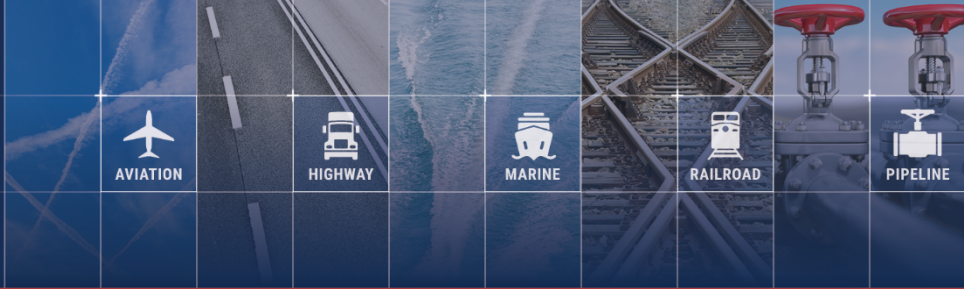
Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Eckrote, Debra
Additional Participating Persons:	GERALD PARROTT; LOS ANGELES , CA
Original Publish Date:	December 27, 1988
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=25925

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

Location:	LOS ANGELES, California	Accident Number:	LAX88LA074
Date & Time:	December 21, 1987, 19:00 Local	Registration:	N911E
Aircraft:	BEECH E18S	Aircraft Damage:	Minor
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

WHILE TAXIING AFTER LANDING, N911E WAS INSTRUCTED TO TAXI TO A POSITION AND HOLD, EN ROUTE TO THAT POSITION, THE ACFT COLLIDED WITH N75397 THAT WAS ALSO HOLDING IN THE SAME POSITION. THE PLT OF N911E STATED THAT HE DID NOT SEE THE ACFT DUE TO MOISTURE THAT HAD ACCUMULATED ON THE WIND SHEILD. THE CONFIGURATION OF THE ACFT CONTRIBUTED TO POOR FORWARD VISIBILITY, AND THE RIGHT MAIN GEAR WAS CLOSE TO FLAT WHICH LED TO POOR BRAKING ACTION.

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 - FROM LANDING

Findings

1. OBJECT - AIRCRAFT PARKED/STANDING
2. (F) DIVERTED ATTENTION - PILOT IN COMMAND
3. (F) LIGHT CONDITION - DARK NIGHT
4. (F) WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - DIRTY(FOGGY)

5. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
6. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Airline transport; Commercial	Age:	48, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
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:	November 1, 1987
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	15000 hours (Total, all aircraft), 8000 hours (Total, this make and model), 13500 hours (Pilot In Command, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N911E
Model/Series:	E18S E18S	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	BA-10
Landing Gear Type:	Retractable - Tailwheel	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	9300 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	R985-14B
Registered Owner:	UNION FLIGHTS	Rated Power:	450 Horsepower
Operator:		Operating Certificate(s) Held:	Air cargo
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night/dark
Observation Facility, Elevation:	LAX ,126 ft msl	Distance from Accident Site:	
Observation Time:	19:07 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	FRESNO , CA (FAT)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	17:15 Local	Type of Airspace:	Class E

Airport Information

Airport:	LOS ANGELES LAX	Runway Surface Type:	Asphalt
Airport Elevation:	126 ft msl	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Eckrote, Debra
Additional Participating Persons:	GERALD PARROTT; LOS ANGELES , CA
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Note:	
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