



# Aviation Investigation Final Report

<b>Location:</b>	MOBILE, Arizona	<b>Accident Number:</b>	LAX91LA258
<b>Date &amp; Time:</b>	June 11, 1991, 09:05 Local	<b>Registration:</b>	N6486N
<b>Aircraft:</b>	BEECH F33A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

## Analysis

TWO BEECH F33A AIRCRAFT, N6486N AND N5519A, COLLIDED ON THE GROUND AT THE MOBILE, ARIZONA, AIRPORT DURING TWO SUPERVISED SOLO INSTRUCTIONAL FLIGHTS. BOTH AIRCRAFT WERE OWNED AND OPERATED BY AIRLINE TRAINING CENTER, GOODYEAR, ARIZONA, AS PART OF THE LUFTHANSA AIRLINES PILOT TRAINING PROGRAM. N5519A HAD LANDED ON THE RUNWAY AND PULLED OFF ONTO THE PARALLEL TAXIWAY AND STOPPED TO COMPLETE THE POST LANDING CHECKLIST. N6486N LANDED ON THE RUNWAY, EXITED AT THE HIGH SPEED TURN OFF AND COLLIDED WITH N5519A. THE PILOT OF N6486N SAID THAT HE WAS TRAVELING TOO FAST WHEN HE TURNED OFF THE RUNWAY TO STOP BEHIND N5519A.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FAILURE OF THE PILOT TO EXIT THE RUNWAY ONTO THE TAXIWAY AT A SPEED SUFFICIENT TO STOP PRIOR TO COLLIDING WITH THE STOPPED AIRCRAFT.

## Findings

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

Findings

1. OBJECT - AIRCRAFT PARKED/STANDING
2. (C) TAXISPEED - EXCESSIVE - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	25, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Unknown
<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>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	March 11, 1991
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	18 hours (Total, all aircraft), 18 hours (Total, this make and model), 1 hours (Pilot In Command, all aircraft), 18 hours (Last 90 days, all aircraft), 18 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N6486N
<b>Model/Series:</b>	F33A F33A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	CE 1007
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	January 2, 2000 Unknown	<b>Certified Max Gross Wt.:</b>	3400 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-520-BB
<b>Registered Owner:</b>	AIRLINE TRAINING CENTER	<b>Rated Power:</b>	285 Horsepower
<b>Operator:</b>	AIRLINE TRAINING CENTER	<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>	1AZ0,1248 ft msl	<b>Distance from Accident Site:</b>	1 Nautical Miles
<b>Observation Time:</b>	09:05 Local	<b>Direction from Accident Site:</b>	1°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Overcast / 20000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	4 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	330°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	26°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	Company VFR
<b>Destination:</b>		<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>	08:55 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	MOBILE PVT 1AZ0	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	1248 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	9	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	4500 ft / 75 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<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>	

## Administrative Information

**Investigator In Charge (IIC):** Rich, Jeff

**Additional Participating Persons:** DEAN HENNIES; SCOTTSDALE , AZ

**Original Publish Date:** March 31, 1993

**Last Revision Date:**

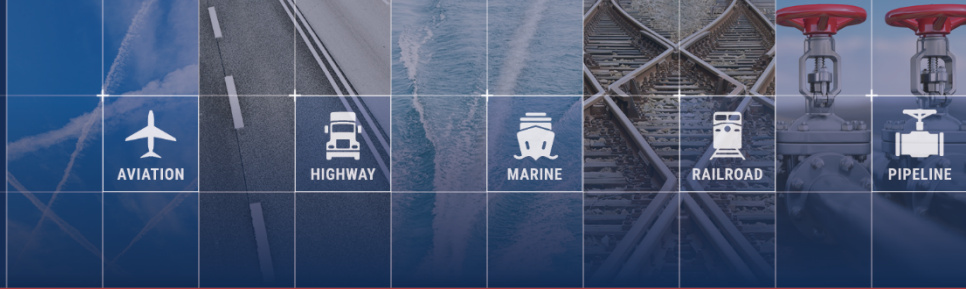
**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=27244>

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>	MOBILE, Arizona	<b>Accident Number:</b>	LAX91LA258
<b>Date &amp; Time:</b>	June 11, 1991, 09:05 Local	<b>Registration:</b>	N5519A
<b>Aircraft:</b>	BEECH F-33A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

## Analysis

TWO BEECH F33A AIRCRAFT, N6486N AND N5519A, COLLIDED ON THE GROUND AT THE MOBILE, ARIZONA, AIRPORT DURING TWO SUPERVISED SOLO INSTRUCTIONAL FLIGHTS. BOTH AIRCRAFT WERE OWNED AND OPERATED BY AIRLINE TRAINING CENTER, GOODYEAR, ARIZONA, AS PART OF THE LUFTHANSA AIRLINES PILOT TRAINING PROGRAM. N5519A HAD LANDED ON THE RUNWAY AND PULLED OFF ONTO THE PARALLEL TAXIWAY AND STOPPED TO COMPLETE THE POST LANDING CHECKLIST. N6486N LANDED ON THE RUNWAY, EXITED AT THE HIGH SPEED TURN OFF AND COLLIDED WITH N5519A. THE PILOT OF N6486N SAID THAT HE WAS TRAVELING TOO FAST WHEN HE TURNED OFF THE RUNWAY TO STOP BEHIND N5519A.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FAILURE OF THE PILOT OF THE OTHER AIRCRAFT TO EXIT THE RUNWAY ONTO THE TAXIWAY AT A SPEED SUFFICIENT TO STOP PRIOR TO COLLIDING WITH THE STOPPED AIRCRAFT.

## Findings

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

Findings

1. (C) TAXISPEED - EXCESSIVE - PILOT OF OTHER AIRCRAFT

## Factual Information

### Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	23, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Unknown
<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>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	March 11, 1991
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	18 hours (Total, all aircraft), 18 hours (Total, this make and model), 1 hours (Pilot In Command, all aircraft), 18 hours (Last 90 days, all aircraft), 18 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N5519A
<b>Model/Series:</b>	F-33A F-33A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	CE 1337
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	January 2, 2000 Unknown	<b>Certified Max Gross Wt.:</b>	3400 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-520-BB
<b>Registered Owner:</b>	AIRLINE TRAINING CENTER	<b>Rated Power:</b>	285 Horsepower
<b>Operator:</b>	AIRLINE TRAINING CENTER	<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
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<b>Lowest Ceiling:</b>	Overcast / 20000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	4 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	330°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	26°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	Company VFR
<b>Destination:</b>		<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>	08:54 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	MOBILE PVT 1AZ0	<b>Runway Surface Type:</b>	Asphalt
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<b>Runway Used:</b>	9	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	4500 ft / 75 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

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<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	

## Administrative Information

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