



# Aviation Investigation Final Report

<b>Location:</b>	BULLHEAD CITY, Arizona	<b>Accident Number:</b>	LAX92LA098
<b>Date &amp; Time:</b>	January 11, 1992, 16:30 Local	<b>Registration:</b>	N7000L
<b>Aircraft:</b>	MOONEY M20J	<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

ACCORDING TO STATEMENTS FROM BOTH PILOTS AND GROUND WITNESSES TO THE ACCIDENT, THE MOONEY M20J, N7000L, MISTAKENLY LANDED ON A TAXIWAY INSTEAD OF THE ACTIVE RUNWAY. THE MOONEY THEN COLLIDED WITH A CESSNA T210M, N732SY, WHICH WAS JUST PULLING OUT OF A PARKING SPACE ONTO THE TAXIWAY. THE WITNESSES STATED THAT THE MOONEY WAS TRAVELING TOO FAST TO AVOID THE COLLISION.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT LANDING ON A TAXIWAY INSTEAD OF THE ACTIVE RUNWAY.

## Findings

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

### Findings

1. OBJECT - AIRCRAFT MOVING ON GROUND
2. (C) WRONG RUNWAY - SELECTED - PILOT IN COMMAND
3. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	58, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	August 26, 1991
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2207 hours (Total, all aircraft), 40 hours (Total, this make and model), 715 hours (Pilot In Command, all aircraft), 19 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	MOONEY	<b>Registration:</b>	N7000L
<b>Model/Series:</b>	M20J M20J	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	24-0297
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	December 28, 1991 Annual	<b>Certified Max Gross Wt.:</b>	2740 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, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	IO-360
<b>Registered Owner:</b>	JUAN ALAS	<b>Rated Power:</b>	200 Horsepower
<b>Operator:</b>	JUAN ALAS	<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>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	50 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	4 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	180°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	16°C / -18°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	COMPTON , CA (CPM )	<b>Type of Flight Plan Filed:</b>	VFR
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	14:15 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	BULLHEAD CITY	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	17	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	4648 ft / 60 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## Wreckage and Impact Information

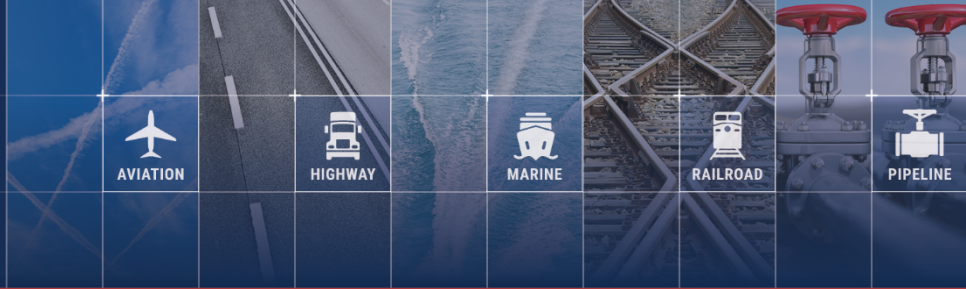
<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	2 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	3 None	<b>Latitude, Longitude:</b>	35.089164,-114.570465(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Rich, Jeff
<b>Additional Participating Persons:</b>	MARY ELLEN CLINKINGBEARD; SCOTTSDALE , AZ
<b>Original Publish Date:</b>	July 23, 1993
<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=27541">https://data.ntsb.gov/Docket?ProjectID=27541</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>	BULLHEAD CITY, Arizona	<b>Accident Number:</b>	LAX92LA098
<b>Date &amp; Time:</b>	January 11, 1992, 16:30 Local	<b>Registration:</b>	N732SY
<b>Aircraft:</b>	CESSNA T210M	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE PILOT OF A MOONEY M20J, N7000L, LANDED ON THE TAXIWAY INSTEAD OF THE ACTIVE RUNWAY AND COLLIDED WITH THE CESSNA T210M JUST AS IT WAS PULLING OUT OF A PARKING SPACE TO TAXI FOR TAKEOFF.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT OF THE OTHER AIRCRAFT INADVERTENTLY LANDING ON THE TAXIWAY INSTEAD OF THE ACTIVE RUNWAY.

## Findings

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

### Findings

1. OBJECT - AIRCRAFT MOVING ON GROUND
2. (C) WRONG RUNWAY - SELECTED - PILOT OF OTHER AIRCRAFT
3. (C) VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	41, 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>	April 8, 1991
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2340 hours (Total, all aircraft), 124 hours (Total, this make and model), 1990 hours (Pilot In Command, all aircraft), 50 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N732SY
<b>Model/Series:</b>	T210M T210M	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	21061749
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	January 2, 2000 Annual	<b>Certified Max Gross Wt.:</b>	3800 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>	TSIO-520-R
<b>Registered Owner:</b>	CHARLES DIXON	<b>Rated Power:</b>	310 Horsepower
<b>Operator:</b>	JEFFREY G. LANE	<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>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	50 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	4 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	180°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	16°C / -18°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>	LAS VEGAS , NV (LAS )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	16:30 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	BULLHEAD CITY	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	17	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	4648 ft / 60 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

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<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>	35.089164,-114.570465(est)



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