



Aviation Investigation Final Report

Location:	WILLOWS, California	Accident Number:	LAX99LA195
Date & Time:	May 21, 1999, 14:50 Local	Registration:	N8178N
Aircraft:	Beech A36	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The student pilot reported that while he was on final approach, he heard a pilot announce over the UNICOM frequency that he was entering the left downwind leg for the same runway. Another pilot stated that he was making a straight-in approach for an intersecting runway. The pilot reported that he had planned to taxi the full length of the runway then turn right to the transient parking, but he changed his mind when he heard the approaching aircraft. He stated that after turning left onto a midfield taxiway, he saw a parked trailer off to his right side. He remained on the taxiway centerline watching for the landing traffic, and reported that he was not able to pay attention to his right wing tip. The aircraft swerved to the right and the right wing impacted the tandem semitrailer. The aircraft spun around and the nose became embedded between the two trailers. According to a representative from the flight school, the trailers were being used for seasonal agricultural operations and were not normally on the airport.

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 maintain an adequate clearance with a parked trailer while taxiing the aircraft.

Findings

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

Findings

1. OBJECT - VEHICLE
2. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

On May 21, 1999, at 1450 hours Pacific daylight time, a Beech A36, N8178N, collided with a parked semitrailer while taxiing at the Willows-Glenn County Airport, Willows, California. The airplane was operated by Japan Airlines Flight Crew Training Center, Napa, California, as an instructional flight and sustained substantial damage. The solo student pilot was not injured. The round trip cross-country flight had originated earlier that day at an unspecified time from the Napa airport, with scheduled stops at the Merced, California, airport, and the Willows airport. The flight was conducted under the provisions of 14 CFR Part 91. A visual flight rules (VFR) flight plan was filed and activated. Visual meteorological conditions prevailed along the route of flight.

The student pilot reported that while he was landing on runway 31, he heard a pilot announce over the UNICOM frequency that he was entering the left downwind leg for the same runway. Another pilot stated that he was making a straight-in approach for an intersecting runway. The pilot reported that he had planned to taxi the full length of the runway then turn right to the transient parking, but changed his mind when he heard the approaching aircraft. He stated that after turning left onto a midfield taxiway, he saw a parked trailer off to his right side. He remained on the taxiway centerline watching for the landing traffic, and reported that he was not able to pay attention to his right wing tip. The aircraft swerved to the right and the right wing impacted the tandem semitrailer. The aircraft spun around and the nose became embedded between the two trailers.

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Pilot Information

Certificate:	Student	Age:	25, Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	September 18, 1998
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	140 hours (Total, all aircraft), 139 hours (Total, this make and model), 40 hours (Pilot In Command, all aircraft), 71 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

Aircraft Make:	Beech	Registration:	N8178N
Model/Series:	A36 A36	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	E-2605
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	May 13, 1999 AAIP	Certified Max Gross Wt.:	3650 lbs
Time Since Last Inspection:	24 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3625 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO-550-B
Registered Owner:	JAL TRADING AMERICAS INC	Rated Power:	300 Horsepower
Operator:	JAL FLIGHT CREW TRNG CENTER	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	RBL ,349 ft msl	Distance from Accident Site:	40 Nautical Miles
Observation Time:	15:55 Local	Direction from Accident Site:	350°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	16 knots / 23 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	33°C / 2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	MERCED , CA (MCE)	Type of Flight Plan Filed:	VFR
Destination:	(WLW)	Type of Clearance:	None
Departure Time:	13:31 Local	Type of Airspace:	Class E

Airport Information

Airport:	WILLOWS-GLENN WLW	Runway Surface Type:	Asphalt
Airport Elevation:	139 ft msl	Runway Surface Condition:	Dry
Runway Used:	31	IFR Approach:	None
Runway Length/Width:	4210 ft / 100 ft	VFR Approach/Landing:	Full stop

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:	39.500366,-122.280769(est)

Administrative Information

Investigator In Charge (IIC):	Rich, Jeff
Additional Participating Persons:	ELI NASSIR; SACRAMENTO , CA
Original Publish Date:	November 22, 2000
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=46435

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