



Aviation Investigation Final Report

Location:	Los Angeles, California	Accident Number:	LAX06CA062
Date & Time:	December 10, 2005, 10:20 Local	Registration:	N4403K
Aircraft:	Ryan Navion	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The airplane's left wingtip struck a parked car while taxiing to its hangar after a flight. The accident occurred in the non-movement area of the airport. The car was stopped on the side of a taxi lane as the first two airplanes passed by it. As the third airplane (accident airplane) passed by it, the left wingtip struck the windshield. The accident pilot indicated that he was not able to judge the distance between the airplane's wingtip and the car due to sun glare from the car's windshield. The airport manager indicated that the car was as far to the side as possible and not encroaching on the taxiway, and that there was about 300 feet of space for the airplane to safely pass the car. The driver of the car reported that he was using a taxi lane commonly used for vehicle traffic and his car was stopped while all three airplanes were taxiing. The first two passed with no problems, and then the third airplane's wingtip struck his windshield.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's failure to maintain adequate clearance from a parked vehicle.

Findings

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

Findings

1. OBJECT - VEHICLE
2. LIGHT CONDITION - SUNGLARE
3. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

On December 10, 2005, about 1020 Pacific standard time, a Ryan Navion, N4403K, collided with a vehicle while taxiing to a hangar in a non-movement area at Whiteman Airport, Los Angeles, California. The pilot/owner operated the airplane under the provisions of 14 CFR Part 91 as a local area flight. The private pilot, the sole occupant, was not injured; the airplane sustained substantial damage to the left wing. Visual meteorological conditions prevailed, and no flight plan had been filed.

In a written statement to the National Transportation Safety Board, the pilot stated that he was behind two other airplanes taxiing to the hangars at the north end of the airport. He noticed the first airplane make a deviation to the northeast. The second airplane made a lesser deviation. The pilot noted that the second airplane had deviated around a vehicle on the left side of the taxiway. The pilot slowed his airplane down, but was unable to determine his wing clearance to the vehicle because of sun glare off the vehicle's windshield. The left wingtip struck the vehicle and the airplane yawed to the left. The pilot stopped the airplane, shut it down, and exited without further incident.

According to the operator, the accident occurred in a non-movement area of the airport, as the airplane was taxiing to its hangar. He interviewed several witnesses to the accident. A compilation of witnesses stated that the car was at a complete stop, and the airplane looked like it "plowed" right in to the car. He also spoke with the pilots of the preceding two airplanes. They told the airport manager that they intentionally passed as closely as possible to the parked vehicle in an attempt to scare the driver from driving onto the taxiway again. The airport manager commented that the airplanes had about 300 feet of space to safely pass the vehicle, and the vehicle was as far to the side as possible.

The vehicle driver told the Safety Board that his vehicle was in "Park" at the time of the accident. He said that he was going home after an instructional flight, and the area that he was using was commonly used for vehicle traffic. He waved to the first two airplanes when they passed, then watched as the accident airplane's wing came directly into his windshield.

Pilot Information

Certificate:	Private	Age:	55, Male
Airplane Rating(s):	Single-engine land	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 3	Last FAA Medical Exam:	May 1, 2004
Occupational Pilot:	No	Last Flight Review or Equivalent:	November 1, 2004
Flight Time:	623 hours (Total, all aircraft), 465 hours (Total, this make and model), 538 hours (Pilot In Command, all aircraft), 7 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Ryan	Registration:	N4403K
Model/Series:	Navion	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	Nav-4-1403
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	October 1, 2005 Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3765.09 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	E225
Registered Owner:	Thomas R. Polizzi	Rated Power:	
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Few	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Los Angeles, CA (WHP)	Type of Flight Plan Filed:	None
Destination:	Los Angeles, CA (WHP)	Type of Clearance:	None
Departure Time:		Type of Airspace:	

Airport Information

Airport:	WHITEMAN WHP	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:		IFR Approach:	None
Runway Length/Width:		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:	34.259445,-118.41333

Administrative Information

Investigator In Charge (IIC):	Cornejo, Tealeye
Additional Participating Persons:	Britt Boutin; Federal Aviation Administration; Van Nuys, CA
Original Publish Date:	April 25, 2006
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=62978

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](#).