



Aviation Investigation Final Report

Location:	Hollister, California	Accident Number:	LAX08LA146
Date & Time:	May 17, 2008, 12:20 Local	Registration:	N4638F
Aircraft:	Cessna P206A	Aircraft Damage:	Minor
Defining Event:	Ground collision	Injuries:	6 None
Flight Conducted Under:	Part 91: General aviation - Skydiving		

Analysis

A Travel Air 4000 collided with a Cessna P206A on the ground at a non-towered municipal airport. The Travel Air was taxiing in after landing on runway 31, and the Cessna P206A was standing with its engine operating on the ramp. According to the pilot of the Travel Air, he taxied off of runway 31 onto taxiway B. As he taxied toward the airport parking ramp, he started a clearing "S" turn and observed the Cessna P206A directly in front of him. He turned hard to the left, but the outer 2 feet of the Travel Air's lower right wing passed through the propeller arc of the Cessna. A piece of the Travel Air's lower right wing was cut off.

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 airplane to maintain physical clearance while taxiing.

Findings

Personnel issues	Monitoring other aircraft - Pilot of other aircraft
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Factual Information

History of Flight

Standing-engine(s) operating Ground collision (Defining event)

On May 17, 2008, about 1220 Pacific daylight time, a Travel Air 4000, N3945, collided with a Cessna P206A, N4638F, on the ground at Hollister Municipal Airport, Hollister, California. The Travel Air was taxiing in after landing on runway 31, and the Cessna P206A was standing with its engine operating on the ramp. There were no injuries to the commercial pilot, the sole occupant of the Travel Air, or to the commercial pilot and five passengers in the Cessna. Both airplanes were being operated under 14 Code of Federal Regulations Part 91. Visual meteorological conditions prevailed, and no flight plans had been filed by either pilot.

According to the pilot of the Travel Air, he taxied off of runway 31 onto taxiway B at the non-towered airport. As he taxied toward the airport parking ramp, he started a clearing "S" turn and observed the Cessna P206A directly in front of him. He turned hard to the left, but the outer 2 feet of the Travel Air's lower right wing passed through the propeller arc of the Cessna. A piece of the Travel Air's lower right wing was cut off.

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	50, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	April 1, 2008
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	January 1, 2008
Flight Time:	905 hours (Total, all aircraft), 750 hours (Pilot In Command, all aircraft), 150 hours (Last 90 days, all aircraft), 80 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N4638F
Model/Series:	P206A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	P206-0238
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	May 1, 2008 100 hour	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO-550
Registered Owner:	Airlift California, Inc.	Rated Power:	300 Horsepower
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:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Hollister, CA (CVH)	Type of Flight Plan Filed:	None
Destination:	(CVH)	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class E

Airport Information

Airport:	Hollister Municipal CVH	Runway Surface Type:	
Airport Elevation:	230 ft msl	Runway Surface Condition:	
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

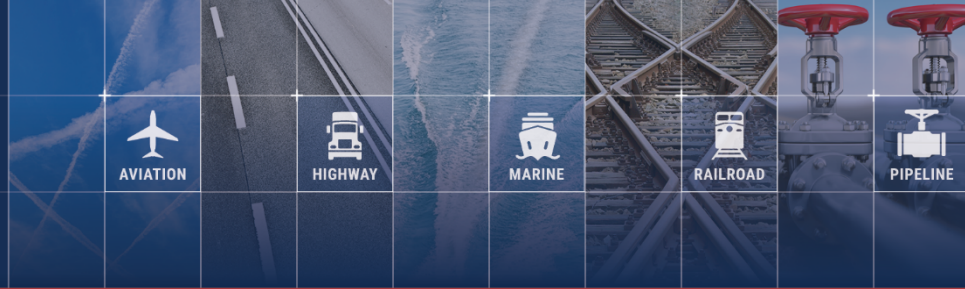
Crew Injuries:	1 None	Aircraft Damage:	Minor
Passenger Injuries:	5 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	6 None	Latitude, Longitude:	36.893333,-121.410278

Administrative Information

Investigator In Charge (IIC):	Struhsaker, Georgia
Additional Participating Persons:	Paul King; Federal Aviation Administration; San Jose, CA
Original Publish Date:	August 28, 2008
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=68045

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:	Hollister, California	Accident Number:	LAX08LA146
Date & Time:	May 17, 2008, 12:20 Local	Registration:	N3945
Aircraft:	Travel Air 4000	Aircraft Damage:	Substantial
Defining Event:	Ground collision	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

A Travel Air 4000 collided with a Cessna P206A on the ground at a non-towered municipal airport. The Travel Air was taxiing in after landing on runway 31, and the Cessna P206A was standing with its engine operating on the ramp. According to the pilot of the Travel Air, he taxied off of runway 31 onto taxiway B at the non-towered airport. As he taxied toward the airport parking ramp, he started a clearing "S" turn and observed the Cessna P206A directly in front of him. He turned hard to the left, but the outer 2 feet of the Travel Air's lower right wing passed through the propeller arc of the Cessna. A piece of the Travel Air's lower right wing was cut off.

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 physical clearance from the other airplane while taxiing.

Findings

Personnel issues	Monitoring other aircraft - Pilot
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Factual Information

History of Flight

Taxi-from runway	Ground collision
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On May 17, 2008, about 1220 Pacific daylight time, a Travel Air 4000, N3945, collided with a Cessna P206A, N4638F, on the ground at Hollister Municipal Airport, Hollister, California. The Travel Air was taxiing in after landing on runway 31, and the Cessna P206A was standing with its engine operating on the ramp. There were no injuries to the commercial pilot, the sole occupant of the Travel Air, or to the commercial pilot and five passengers in the Cessna. Both airplanes were being operated under Title 14 Code of Federal Regulations Part 91. Visual meteorological conditions prevailed and no flight plans had been filed by either pilot.

According to the pilot of the Travel Air, he taxied off of runway 31 onto taxiway B at the non-towered airport. As he taxied toward the airport parking ramp, he started a clearing "S" turn and observed the Cessna P206A directly in front of him. He turned hard to the left, but the outer 2 feet of the Travel Air's lower right wing passed through the propeller arc of the Cessna. A piece of the Travel Air's lower right wing was cut off.

Pilot Information

Certificate:	Commercial	Age:	66, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Rear
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	February 1, 2004
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 1, 2005
Flight Time:	3612 hours (Total, all aircraft), 30 hours (Total, this make and model), 3238 hours (Pilot In Command, all aircraft), 12 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Travel Air	Registration:	N3945
Model/Series:	4000	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	319
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	October 1, 2007 Annual	Certified Max Gross Wt.:	2450 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2233 Hrs at time of accident	Engine Manufacturer:	Wright
ELT:	Not installed	Engine Model/Series:	J-4-B
Registered Owner:	Vintage Aircraft Inc.	Rated Power:	200 Horsepower
Operator:	Hugh P. Bikle	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:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Hollister, CA (CVH)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:		Type of Airspace:	Class E

Airport Information

Airport:	Hollister Municipal CVH	Runway Surface Type:	
Airport Elevation:	230 ft msl	Runway Surface Condition:	
Runway Used:		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:	36.893333,-121.410278

Administrative Information

Investigator In Charge (IIC):	Struhsaker, Georgia
Additional Participating Persons:	Paul King; Federal Aviation Administration; San Jose, CA
Original Publish Date:	August 28, 2008
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=68045

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