



National Transportation Safety Board Aviation Accident Final Report

Location:	APPLE VALLEY, CA	Accident Number:	LAX90LA063A
Date & Time:	01/03/1990, 1500 PST	Registration:	N7716M
Aircraft:	MOONEY MARK 22	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

A MOONEY MARK 22 COLLIDED WITH A STATIONARY CESSNA 172 HOLDING ON A TAXIWAY AFTER THE MOONEY HAD LANDED AND CLEARED OFF THE RUNWAY. THE MOONEY PILOT HAD MADE TWO RIGHT TURNS PRIOR TO THE COLLISION. THERE WERE NO RESTRICTIONS OR OBSTRUCTONS TO VISIBILITY AND THERE WAS NO REPORTED ATTEMPTS TO STOP THE MOONEY BY THE PILOT. HE HAD BEEN EXPERIENCING A MECHANICAL STEARING DIFFICULTY DURING THE TAXI OPERATIONS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FAILURE OF THE PILOT OF THE MOONEY TO STOP HIS AIRCRAFT IN A TIMELY MANNER TO AVOID A COLLISION.

Findings

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

Findings

1. OBJECT - AIRCRAFT PARKED/STANDING
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. (C) REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial; Military	Age:	36, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	02/28/1989
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	3350 hours (Total, all aircraft), 480 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	MOONEY	Registration:	N7716M
Model/Series:	MARK 22 MARK 22	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	680007
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3680 lbs
Time Since Last Inspection:	0 Hours	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	TIO-541-A1A
Registered Owner:	UNKNOWN	Rated Power:	310 hp
Operator:	S.R. JENNY	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	50 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Light and Variable /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	18° C / -18° C
Precipitation and Obscuration:			
Departure Point:	CHINO, CA (CNO)	Type of Flight Plan Filed:	None
Destination:	APPLE VALLEY, CA (APV)	Type of Clearance:	None
Departure Time:	1345 PST	Type of Airspace:	

Airport Information

Airport:	APPLE VALLEY (APV)	Runway Surface Type:	Asphalt
Airport Elevation:	3000 ft	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	6500 ft / 150 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	R. GARY MUCHO	Report Date:	09/04/1992
Additional Participating Persons:			
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).