



National Transportation Safety Board Aviation Accident Final Report

Location:	APPLE VALLEY, CA	Accident Number:	LAX90LA063B
Date & Time:	01/03/1990, 1500 PST	Registration:	N12963
Aircraft:	CESSNA 172M	Aircraft Damage:	Minor
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Instructional

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 OBSTRUCTIONS TO VISIBILITY AND THERE WAS NO REPORTED ATTEMPTS TO STOP THE MOONEY BY THE PILOT. HE HAD BEEN EXPERIENCING A MECHANICAL STEERING DIFFICULTY DURING TAXI OPERATIONS.

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 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: STANDING - ENGINE(S) OPERATING

Findings

1. OBJECT - AIRCRAFT MOVING ON GROUND
2. (C) REMEDIAL ACTION - NOT PERFORMED - PILOT OF OTHER AIRCRAFT
3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT

Factual Information

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	67, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	11/06/1989
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	8748 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N12963
Model/Series:	172M 172M	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:	0 Hours	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320-E2D
Registered Owner:	UNKNOWN	Rated Power:	150 hp
Operator:	MIDFIELD AVIATION	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:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0000	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:	None

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Minor
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 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](#).