



National Transportation Safety Board Aviation Incident Final Report

Location:	LOS ANGELES, CA	Incident Number:	LAX85IA037
Date & Time:	11/01/1984, 1918 PST	Registration:	N93106
Aircraft:	BOEING 747-131	Aircraft Damage:	Minor
Defining Event:		Injuries:	365 None

Flight Conducted Under: Part 121: Air Carrier - Scheduled

Analysis

DURING DARKNESS, A BOEING 747, N93106, WAS BEING TAXIED FOR DEPARTURE WHEN ITS LEFT WING COLLIDED WITH THE RIGHT WING OF A BOEING 767 BEING TOWED IN THE SAME DIRECTION ON A PARALLEL TAXIWAY. BOTH CREWS HAD OBTAINED GROUND CONTROL CLEARANCES TO PERFORM THEIR RESPECTIVE OPERATIONS. IN THE AREA OF THE COLLISION, THE TAXIWAYS DID NOT HAVE SUFFICIENT SEPARATION FOR SIMULTANEOUS OPERATIONS OF WIDE-BODIED ACFT & STANDING PROCEDURES FOR GROUND CONTROLLERS PROHIBITED SUCH OPERATIONS. THE GROUND CONTROL POSITION WAS BEING WORKED BY A DEVELOPMENTAL CONTROLLER IN TRAINING UNDER SUPERVISION OF A FULL PERFORMANCE CONTROLLER. THE ACFT BEING TOWED WAS BEING MOVED FROM GATE 75 WITH THE CALL SIGN 'UNITED 75 TOW.' THIS CALL SIGN WAS DERIVED BY USING THE COMPANY NAME (UNITED), THE GATE NUMBER (75), & THE WORD 'TOW.' WHILE IT WAS BEING TAXIED, UNITED FLT 75 OBTAINED CLEARANCE TO TAXI, BUT THE CONTROLLERS SAID THAT THEY DID NOT GET THE CALL SIGNS CONFUSED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this incident to be:

Findings

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

Findings

1. (F) AIRPORT FACILITIES, TAXIWAY CONDITION - INADEQUATE
2. (F) LIGHT CONDITION - DARK NIGHT
3. (C) PROCEDURES/DIRECTIVES - NOT FOLLOWED - ATC PERSONNEL(LCL/GND/CLNC)
4. (C) CLEARANCE - MISJUDGED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Airline Transport; Commercial	Age:	57, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	06/12/1984
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	11277 hours (Total, all aircraft), 2524 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	BOEING	Registration:	N93106
Model/Series:	747-131 747-131	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Transport	Serial Number:	19672
Landing Gear Type:	Retractable - Tricycle	Seats:	453
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	733000 lbs
Time Since Last Inspection:		Engines:	4 Turbo Fan
Airframe Total Time:		Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	JT9D
Registered Owner:	MANUFACTURERS HANOVER TRUST	Rated Power:	45000 lbs
Operator:	MANUFACTURERS HANOVER TRUST	Operating Certificate(s) Held:	Flag carrier (121)
Operator Does Business As:	TRANS WORLD AIRLINES	Operator Designator Code:	TWAA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	LAX, 125 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1918 PST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	18° C / 11° C
Precipitation and Obscuration:			
Departure Point:	(LAX)	Type of Flight Plan Filed:	IFR
Destination:	LONDON, ENGLAND, OF (LHR)	Type of Clearance:	IFR
Departure Time:	1903 PST	Type of Airspace:	Class D

Airport Information

Airport:	LOS ANGELES INTL (LAX)	Runway Surface Type:	Asphalt; Concrete
Airport Elevation:	125 ft	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	17 None	Aircraft Damage:	Minor
Passenger Injuries:	348 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	365 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	JEFF RICH	Report Date:	
Additional Participating Persons:	VERNON ERFURTH; LOS ANGELES, CA		
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/ .		

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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](#).