



# National Transportation Safety Board Aviation Incident Data Summary

---

<b>Location:</b>	LOS ANGELES, CA	<b>Incident Number:</b>	LAX85IA037
<b>Date &amp; Time:</b>	11/01/1984, 1918 PST	<b>Registration:</b>	N93106
<b>Aircraft:</b>	BOEING 747-131	<b>Injuries:</b>	365 None
<b>Flight Conducted Under:</b>	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

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

## Pilot Information

<b>Certificate:</b>	Airline Transport; Commercial	<b>Age:</b>	57
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	11277 hours (Total, all aircraft), 2524 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BOEING	<b>Registration:</b>	N93106
<b>Model/Series:</b>	747-131 747-131	<b>Engines:</b>	4 Turbo Fan
<b>Operator:</b>	MANUFACTURERS HANOVER TRUST	<b>Engine Manufacturer:</b>	P&W
<b>Operating Certificate(s) Held:</b>	Flag carrier (121)	<b>Engine Model/Series:</b>	JT9D
<b>Flight Conducted Under:</b>	Part 121: Air Carrier - Scheduled		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Night/Dark
<b>Observation Facility, Elevation:</b>	LAX, 125 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	Calm / ,
<b>Temperature:</b>	18° C	<b>Visibility</b>	15 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	(LAX)	<b>Destination:</b>	LONDON, ENGLAND, OF (LHR)

## Airport Information

<b>Airport:</b>	LOS ANGELES INTL (LAX)	<b>Runway Surface Type:</b>	Asphalt; Concrete
<b>Runway Used:</b>	0	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>			

## Wreckage and Impact Information

<b>Crew Injuries:</b>	17 None	<b>Aircraft Damage:</b>	Minor
<b>Passenger Injuries:</b>	348 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

Investigator In Charge (IIC):	JEFF RICH	Adopted 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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .	

---

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.