



Aviation Investigation Final Report

Location:	Burbank, California	Accident Number:	GAA18CA528
Date & Time:	September 3, 2018, 15:55 Local	Registration:	N97WC
Aircraft:	Beech 200	Aircraft Damage:	Substantial
Defining Event:	Ground collision	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Positioning		

Analysis

The flight instructor reported that, with the pilot receiving instruction on the controls and while taxiing to parking, ground personnel instructed them to turn 180° and then park. The instructor added that, during the right turn, after clearing a vehicle, he saw a tree and tried to apply brakes, but the airplane impacted the tree.

The airplane sustained substantial damage to the left wing.

The operator's director of maintenance reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

Probable Cause and Findings

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

The flight instructor's and pilot receiving instruction's failure to maintain clearance from a tree while taxiing.

Findings

Personnel issues	Monitoring environment - Instructor/check pilot
Personnel issues	Monitoring environment - Student/instructed pilot
Environmental issues	Tree(s) - Effect on operation

Factual Information

History of Flight

Taxi-from runway	Ground collision (Defining event)
Taxi-from runway	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	50,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	May 1, 2018
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	August 25, 2018
Flight Time:	(Estimated) 122017 hours (Total, all aircraft), 594 hours (Total, this make and model), 5304 hours (Pilot In Command, all aircraft), 185 hours (Last 90 days, all aircraft), 65 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Other flight crew Information

Certificate:	Commercial; Flight instructor	Age:	36,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	May 15, 2018
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	May 17, 2017
Flight Time:	(Estimated) 1275 hours (Total, all aircraft), 8 hours (Total, this make and model), 1196 hours (Pilot In Command, all aircraft), 8 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N97WC
Model/Series:	200 B200	Aircraft Category:	Airplane
Year of Manufacture:	1990	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	BB-1382
Landing Gear Type:	Tricycle	Seats:	9
Date/Type of Last Inspection:	May 25, 2018 Continuous airworthiness	Certified Max Gross Wt.:	12500 lbs
Time Since Last Inspection:		Engines:	2 Turbo prop
Airframe Total Time:	10476.7 Hrs at time of accident	Engine Manufacturer:	Pratt and Whitney
ELT:	C126 installed, not activated	Engine Model/Series:	PT6A-42
Registered Owner:		Rated Power:	900 Horsepower
Operator:		Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:	West Coast Aviation Services	Operator Designator Code:	GSPA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KBUR, 732 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	22:53 Local	Direction from Accident Site:	49°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.81 inches Hg	Temperature/Dew Point:	26°C / 18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Santa Ana, CA (SNA)	Type of Flight Plan Filed:	IFR
Destination:	Burbank, CA (BUR)	Type of Clearance:	IFR
Departure Time:	13:22 Local	Type of Airspace:	Class C

Airport Information

Airport:	Bob Hope BUR	Runway Surface Type:	Asphalt
Airport Elevation:	778 ft msl	Runway Surface Condition:	Dry
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Full stop

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:	34.200553,-118.358612(est)

Administrative Information

Investigator In Charge (IIC):	Nepomuceno, Eleazar
Additional Participating Persons:	Eric Burg; FAA; Van Nuys, CA Rafael Munguia; FAA; Van Nuys, CA
Original Publish Date:	March 20, 2020
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=98232

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