



Aviation Investigation Final Report

Location:	Corona, California	Accident Number:	GAA19CA068
Date & Time:	November 19, 2018, 13:50 Local	Registration:	N322JS
Aircraft:	Silveira Jonathan A SONEX	Aircraft Damage:	Substantial
Defining Event:	Ground collision	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot in the low-wing airplane reported that, while in the traffic pattern at the nontowered airport, he made continuous reports on the common traffic advisory frequency (CTAF). He added that, on final, he observed a high-wing airplane positioned adjacent to the runway he was approaching. He added that, on short final, "the runway was clear," and he heard no radio transmissions. The low-wing airplane impacted the high-wing airplane on the runway. The low-wing airplane yawed right and came to rest nose down in front of the right wing of the high-wing airplane.

The pilot receiving instruction in the high-wing airplane reported that, after performing a run-up, she and the flight instructor taxied to and held short of the departure runway. She added that, during the taxi, she and the instructor did not hear radio transmissions on the CTAF from other aircraft in the traffic pattern. Before departure, they visually cleared final and base and reported their departure intentions on the CTAF. They lined up on the runway for a short-field takeoff, held the brakes, and applied full power. She released the brakes and about 3 to 5 seconds into the takeoff roll, they heard a loud noise, and the airplane was pushed left. Despite reporting not hearing the other pilots on the CTAF, all the pilots reported that they used the same frequency.

The low-wing airplane sustained substantial damage to the left wing. The high-wing airplane sustained substantial damage to the right wing and empennage.

Two witnesses in the other airplane reported that, while taxiing, they heard the pilots in the high-wing airplane transmit that they were "taking the runway" and departing. They observed the high-wing airplane line up on the runway but did not see any aircraft on base or final. Several moments later, they looked back and saw the high-wing airplane still on the runway and the low-wing airplane on final. One of the witnesses made a call on the CTAF warning the low-wing airplane pilot that another airplane was on the runway but heard no response. He made another call to the low-wing airplane pilots to suggest that they perform a go-around, and then they observed the low-wing airplane land on top of the high-wing airplane.

The pilots of the low- and high-wing airplanes reported that there were no preaccident mechanical failures or malfunctions with their airplanes 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 pilot’s failure to see and avoid the airplane on the runway while landing and the pilot receiving instruction’s and flight instructor's failure to properly scan the approach before pulling onto the runway during takeoff.

Findings

Environmental issues	Aircraft - Effect on operation
Personnel issues	Monitoring other aircraft - Pilot
Personnel issues	Monitoring environment - Pilot of other aircraft

Factual Information

History of Flight

Takeoff	Miscellaneous/other
Landing	Ground collision (Defining event)

Pilot Information

Certificate:	Private	Age:	54,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	July 19, 2018
Occupational Pilot:	No	Last Flight Review or Equivalent:	September 1, 2018
Flight Time:	(Estimated) 219 hours (Total, all aircraft), 17 hours (Total, this make and model), 165 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Silveira Jonathan A	Registration:	N322JS
Model/Series:	SONEX	Aircraft Category:	Airplane
Year of Manufacture:	2004	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	0322
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	September 14, 2018 Condition	Certified Max Gross Wt.:	1250 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1139.9 Hrs	Engine Manufacturer:	Jabiru
ELT:	C91A installed, not activated	Engine Model/Series:	3300A
Registered Owner:		Rated Power:	120 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KAJO,533 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	21:56 Local	Direction from Accident Site:	289°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.98 inches Hg	Temperature/Dew Point:	22°C / 7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Corona, CA (AJO)	Type of Flight Plan Filed:	None
Destination:	Corona, CA (AJO)	Type of Clearance:	None
Departure Time:	13:43 Local	Type of Airspace:	Class G

Airport Information

Airport:	CORONA MUNI AJO	Runway Surface Type:	Asphalt
Airport Elevation:	533 ft msl	Runway Surface Condition:	Dry
Runway Used:	25	IFR Approach:	None
Runway Length/Width:	3200 ft / 60 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	33.897499,-117.60028(est)

Administrative Information

Investigator In Charge (IIC):	Benhoff, Kathryn
Additional Participating Persons:	Robert Michaelson; FAA; Riverside, CA
Original Publish Date:	June 10, 2019
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=98664

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](#).



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Corona, California	Accident Number:	GAA19CA068
Date & Time:	November 19, 2018, 13:50 Local	Registration:	N4240L
Aircraft:	Cessna 172	Aircraft Damage:	Substantial
Defining Event:	Ground collision	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The pilot in the low-wing airplane reported that, while in the traffic pattern at the nontowered airport, he made continuous reports on the common traffic advisory frequency (CTAF). He added that, on final, he observed a high-wing airplane positioned adjacent to the runway he was approaching. He added that, on short final, "the runway was clear," and he heard no radio transmissions. The low-wing airplane impacted the high-wing airplane on the runway. The low-wing airplane yawed right and came to rest nose down in front of the right wing of the high-wing airplane.

The pilot receiving instruction in the high-wing airplane reported that, after performing a run-up, she and the flight instructor taxied to and held short of the departure runway. She added that, during the taxi, she and the instructor did not hear radio transmissions on the CTAF from other aircraft in the traffic pattern. Before departure, they visually cleared final and base and reported their departure intentions on the CTAF. They lined up on the runway for a short-field takeoff, held the brakes, and applied full power. She released the brakes and about 3 to 5 seconds into the takeoff roll, they heard a loud noise, and the airplane was pushed left. Despite reporting not hearing the other pilots on the CTAF, all the pilots reported that they used the same frequency.

The low-wing airplane sustained substantial damage to the left wing. The high-wing airplane sustained substantial damage to the right wing and empennage.

Two witnesses in the other airplane reported that, while taxiing, they heard the pilots in the high-wing airplane transmit that they were "taking the runway" and departing. They observed the high-wing airplane line up on the runway but did not see any aircraft on base or final. Several moments later, they looked back and saw the high-wing airplane still on the runway and the low-wing airplane on final. One of the witnesses made a call on the CTAF warning the low-wing airplane pilot that another airplane was on the runway but heard no response. He made another call to the low-wing airplane pilots to suggest that they perform a go-around, and then they observed the low-wing airplane land on top of the high-wing airplane.

The pilots of the low- and high-wing airplanes reported that there were no preaccident mechanical failures or malfunctions with their airplanes 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 pilot’s failure to see and avoid the airplane on the runway while landing and the pilot receiving instruction’s and flight instructor's failure to properly scan the approach before pulling onto the runway during the takeoff.

Findings

Personnel issues	Monitoring environment - Instructor/check pilot
Personnel issues	Monitoring environment - Student/instructed pilot
Personnel issues	Monitoring other aircraft - Pilot of other aircraft
Environmental issues	Aircraft - Effect on operation

Factual Information

History of Flight

Takeoff	Miscellaneous/other
Takeoff	Ground collision

Pilot Information

Certificate:	Private	Age:	27,Female
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	October 5, 2017
Occupational Pilot:	No	Last Flight Review or Equivalent:	May 12, 2018
Flight Time:	(Estimated) 291 hours (Total, all aircraft), 33 hours (Total, this make and model), 155 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft)		

Flight instructor Information

Certificate:	Airline transport; Commercial; Flight instructor	Age:	26,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	April 25, 2018
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	June 1, 2018
Flight Time:	(Estimated) 1750 hours (Total, all aircraft), 13 hours (Total, this make and model), 1300 hours (Pilot In Command, all aircraft), 130 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N4240L
Model/Series:	172 G	Aircraft Category:	Airplane
Year of Manufacture:	1966	Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	17254309
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	O-300 SER
Registered Owner:		Rated Power:	145 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KAJO, 533 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	21:56 Local	Direction from Accident Site:	289°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.98 inches Hg	Temperature/Dew Point:	22°C / 7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Corona, CA (AJO)	Type of Flight Plan Filed:	Unknown
Destination:	Corona, CA (AJO)	Type of Clearance:	None
Departure Time:	13:50 Local	Type of Airspace:	Class G

Airport Information

Airport:	CORONA MUNI AJO	Runway Surface Type:	Asphalt
Airport Elevation:	533 ft msl	Runway Surface Condition:	Dry
Runway Used:	25	IFR Approach:	None
Runway Length/Width:	3200 ft / 60 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	33.897499,-117.60028(est)

Administrative Information

Investigator In Charge (IIC):	Benhoff, Kathryn
Additional Participating Persons:	Robert Michaelson; FAA; Riverside, CA
Original Publish Date:	June 10, 2019
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Investigation Docket:	https://data.nts.gov/Docket?ProjectID=98664

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