



Aviation Investigation Final Report

Location:	Chester, Connecticut	Accident Number:	GAA18CA374
Date & Time:	June 21, 2018, 19:30 UTC	Registration:	N6KG
Aircraft:	Beech V35B	Aircraft Damage:	Substantial
Defining Event:	Ground collision	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

According to the pilot, during taxi to his hangar, the airplane's left wingtip struck the east-facing wall of a hangar. The airplane pivoted about the left wing and entered the hangar before it came to a stop.

The airplane sustained substantial damage to the engine mounts.

The pilot asserted that the accident could have been prevented if he had monitored the distance from the airplane's wingtip to the hangar.

The pilot reported that there were no mechanical malfunctions or failures 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 pilot's failure to maintain clearance from a hangar during taxi.

Findings

Personnel issues	Aircraft control - Pilot
Personnel issues	Monitoring environment - Pilot
Environmental issues	Airport structure - Effect on operation

Factual Information

History of Flight

Taxi	Ground collision (Defining event)
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Pilot Information

Certificate:	Commercial	Age:	91,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 None	Last FAA Medical Exam:	August 17, 2016
Occupational Pilot:	No	Last Flight Review or Equivalent:	August 7, 2016
Flight Time:	(Estimated) 5078 hours (Total, all aircraft), 3500 hours (Total, this make and model), 4900 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N6KG
Model/Series:	V35B V35B	Aircraft Category:	Airplane
Year of Manufacture:	1975	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	D-9760
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	May 30, 2018 Annual	Certified Max Gross Wt.:	3450 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	5500 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO-520
Registered Owner:		Rated Power:	285 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:	KSNC,417 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:		Direction from Accident Site:	342°
Lowest Cloud Condition:	Few / 1500 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	22°C / 20°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Vineyard Haven, MA (MVY)	Type of Flight Plan Filed:	None
Destination:	Vineyard Haven, MA (MVY)	Type of Clearance:	VFR;Traffic advisory;VFR flight following
Departure Time:	14:00 Local	Type of Airspace:	Class E

Airport Information

Airport:	Chester SNC	Runway Surface Type:	
Airport Elevation:	416 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:	41.383609,-72.505836(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Michael
Additional Participating Persons:	Joseph Whitley; FAA; Enfield, CT
Original Publish Date:	March 18, 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=97568

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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](#).