



Aviation Investigation Final Report

Location:	Millbrook, New York	Accident Number:	GAA18CA568
Date & Time:	September 15, 2018, 14:45 Local	Registration:	N756FN
Aircraft:	Cessna U206	Aircraft Damage:	Substantial
Defining Event:	Ground collision	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that, as he was taxiing from the fuel station to his hangar, he taxied north, and then turned left onto taxiway delta, at which point his airplane collided with another airplane. He reported that he had not seen the other airplane.

The pilot of the other airplane reported that, after landing, he was taxiing to the fuel station on the same taxiway. While taxiing, another airplane entered the taxiway and then collided with the left side of his airplane.

A video recording from a security camera located on an airport office building showed that the other airplane entered taxiway delta without yielding to the airplane that was already taxiing on the taxiway.

The airplane already taxiing on taxiway delta sustained substantial damage to the left wing and rudder.

Both pilots reported that there were no mechanical malfunctions or failures with either 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 yield to traffic established on the taxiway, which resulted in a ground collision.

Findings

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

Factual Information

History of Flight

Taxi	Ground collision (Defining event)
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Pilot Information

Certificate:	Private	Age:	73,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	April 27, 2017
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 28, 2017
Flight Time:	(Estimated) 2794 hours (Total, all aircraft), 2678 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N756FN
Model/Series:	U206 G	Aircraft Category:	Airplane
Year of Manufacture:	1977	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	U20604057
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	July 6, 2018 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	5201.2 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO520F17B
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:	KPOU,162 ft msl	Distance from Accident Site:	8 Nautical Miles
Observation Time:	18:53 Local	Direction from Accident Site:	234°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.15 inches Hg	Temperature/Dew Point:	28°C / 18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Millbrook, NY (44N)	Type of Flight Plan Filed:	None
Destination:	Millbrook, NY (44N)	Type of Clearance:	None
Departure Time:	14:45 Local	Type of Airspace:	Class G

Airport Information

Airport:	Sky Acres 44N	Runway Surface Type:	
Airport Elevation:	697 ft msl	Runway Surface Condition:	Dry
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

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:	41.7075,-73.738052(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Michael
Additional Participating Persons:	James E Gollwitzer; FAA/FSDO; Teterboro, NJ
Original Publish Date:	September 26, 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=98321

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 Investigation Final Report

Location:	Millbrook, New York	Accident Number:	GAA18CA568
Date & Time:	September 15, 2018, 14:45 Local	Registration:	N2619K
Aircraft:	Luscombe 8	Aircraft Damage:	Substantial
Defining Event:	Ground collision	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that, as he was taxiing from the fuel station to his hangar, he taxied north, and then turned left onto taxiway delta, at which point his airplane collided with another airplane. He reported that he had not seen the other airplane.

The pilot of the other airplane reported that, after landing, he was taxiing to the fuel station on the same taxiway. While taxiing, another airplane entered the taxiway and then collided with the left side of his airplane.

A video recording from a security camera located on an airport office building showed that the other airplane entered taxiway delta without yielding to the airplane that was already taxiing on the taxiway.

The airplane already taxiing on taxiway delta sustained substantial damage to the left wing and rudder.

Both pilots reported that there were no mechanical malfunctions or failures with either 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 failure of the other pilot to yield to traffic established on the taxiway, which resulted in a ground collision.

Findings

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

Factual Information

History of Flight

Taxi	Ground collision
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Pilot Information

Certificate:	Commercial; Flight instructor	Age:	73, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	September 29, 2016
Occupational Pilot:	No	Last Flight Review or Equivalent:	February 3, 2017
Flight Time:	(Estimated) 1272.5 hours (Total, all aircraft), 77.3 hours (Total, this make and model), 1158.3 hours (Pilot In Command, all aircraft), 19.7 hours (Last 90 days, all aircraft), 6.1 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Luscombe	Registration:	N2619K
Model/Series:	8 E	Aircraft Category:	Airplane
Year of Manufacture:	1947	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	5346
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	1400 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	C-85
Registered Owner:		Rated Power:	
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:	KPOU,162 ft msl	Distance from Accident Site:	8 Nautical Miles
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Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.15 inches Hg	Temperature/Dew Point:	28°C / 18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	LaGrangeville, NY (44N)	Type of Flight Plan Filed:	None
Destination:	LaGrangeville, NY (44N)	Type of Clearance:	None
Departure Time:	13:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	Sky Acres 44N	Runway Surface Type:	
Airport Elevation:	697 ft msl	Runway Surface Condition:	Dry
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

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:	41.7075,-73.738052(est)

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