



Aviation Investigation Final Report

Location:	Mesa, Arizona	Accident Number:	GAA19CA079
Date & Time:	November 28, 2018, 08:50 Local	Registration:	N552TC
Aircraft:	Pilatus PC12	Aircraft Damage:	Minor
Defining Event:	Ground collision	Injuries:	5 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of the Pilatus reported that, after the local air traffic controller gave him an instrument flight rules clearance, he taxied the airplane from the ramp to the taxiway. While turning onto the taxiway, the controller instructed him to give way to an airplane on the same taxiway. He acknowledged the instruction; stopped the airplane; looked left and saw a Cessna, which had already passed him. He then looked right and did not see any other airplanes on the taxiway and continued to taxi. Shortly after, he realized that the airplane's propeller had struck something, so he immediately shut down the engine, deplaned, and realized that he had struck another Cessna that he had not seen.

The flight instructor in the Cessna reported that, while the student pilot was taxiing back to the ramp, they were instructed by the local air traffic controller to follow company traffic while passing another airplane to their left, "holding" short of the same taxiway. He then looked left outside of the window and saw a spinning propeller moving closer toward the airplane. He immediately grabbed the controls and hammered the right pedal, but the other airplane's propeller struck their airplane's left wing.

The Pilatus sustained damage to the propeller. The Cessna sustained substantial damage to the left wing.

The pilot and the flight instructor reported that there were no preaccident mechanical failures or malfunctions with their airplanes that would have precluded normal operation.

A video provided by the airport authority showed that the Pilatus taxied left onto the taxiway from the ramp without stopping and that there was another airplane farther down the taxiway.

Probable Cause and Findings

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

The pilot's failure to follow the air traffic controller's instructions and his subsequent failure to maintain adequate lookout to see and avoid the other airplane on the taxiway.

Findings

Personnel issues	Monitoring other aircraft - Pilot
Personnel issues	Lack of action - Pilot
Environmental issues	Aircraft - Effect on operation
Personnel issues	Following instructions - Pilot

Factual Information

History of Flight

Taxi-to runway	Ground collision (Defining event)
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Pilot Information

Certificate:	Airline transport; Commercial; Flight instructor	Age:	37,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	February 1, 2018
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 4439 hours (Total, all aircraft), 2187 hours (Total, this make and model), 4109 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Pilatus	Registration:	N552TC
Model/Series:	PC12 45	Aircraft Category:	Airplane
Year of Manufacture:	2002	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	443
Landing Gear Type:	Retractable - Tricycle	Seats:	8
Date/Type of Last Inspection:	June 18, 2018 Annual	Certified Max Gross Wt.:	9921 lbs
Time Since Last Inspection:	3272 Hrs	Engines:	1 Turbo prop
Airframe Total Time:	at time of accident	Engine Manufacturer:	Pratt & Whitney Canada
ELT:	C126 installed, not activated	Engine Model/Series:	PT6A-67B
Registered Owner:		Rated Power:	1200 Horsepower
Operator:		Operating Certificate(s) Held:	On-demand air taxi (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KIWA,1382 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	15:47 Local	Direction from Accident Site:	231°
Lowest Cloud Condition:	Scattered / 25000 ft AGL	Visibility	45 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	130°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.98 inches Hg	Temperature/Dew Point:	11°C / -1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Mesa, AZ (IWA)	Type of Flight Plan Filed:	Unknown
Destination:	Monterey, CA (MRY)	Type of Clearance:	Unknown
Departure Time:	08:40 Local	Type of Airspace:	Class D

Airport Information

Airport:	PHOENIX-MESA GATEWAY IWA	Runway Surface Type:	Concrete
Airport Elevation:	1383 ft msl	Runway Surface Condition:	Dry
Runway Used:	12R	IFR Approach:	None
Runway Length/Width:	10401 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Minor
Passenger Injuries:	4 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	5 None	Latitude, Longitude:	33.307777,-111.655555(est)

Administrative Information

Investigator In Charge (IIC):	Nepomuceno, Eleazar
Additional Participating Persons:	Justin Fortenberry; FAA; Scottsdale, AZ
Original Publish Date:	March 3, 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=98699

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:	Mesa, Arizona	Accident Number:	GAA19CA079
Date & Time:	November 28, 2018, 08:50 Local	Registration:	N976SP
Aircraft:	Cessna 172	Aircraft Damage:	Substantial
Defining Event:	Ground collision	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The pilot of the Pilatus reported that, after the local air traffic controller gave him an instrument flight rules clearance, he taxied the airplane from the ramp to the taxiway. While turning onto the taxiway, the controller instructed him to give way to an airplane on the same taxiway. He acknowledged the instruction; stopped the airplane; looked left and saw a Cessna, which had already passed him. He then looked right and did not see any other airplanes on the taxiway and continued to taxi. Shortly after, he realized that the airplane's propeller had struck something, so he immediately shut down the engine, deplaned, and realized that he had struck another Cessna that he had not seen.

The flight instructor in the Cessna that was struck reported that, while the student pilot was taxiing back to the ramp, they were instructed by the local air traffic controller to follow company traffic while passing another airplane to their left. He then looked left outside of the window and saw a spinning propeller moving toward the airplane. He immediately grabbed the controls and hammered the right pedal, but the other airplane's propeller struck their airplane's left wing.

The Pilatus sustained damage to the propeller. The Cessna sustained substantial damage to the left wing.

The pilot and the flight instructor reported that there were no preaccident mechanical failures or malfunctions with their respective airplanes that would have precluded normal operation.

A video provided by the airport authority showed that the Pilatus taxied left onto the taxiway from the ramp without stopping and that there was another airplane farther down the taxiway.

Probable Cause and Findings

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

The other pilot's failure to follow the air traffic controller's instructions and his subsequent failure to maintain adequate lookout to see and avoid the other airplane on the taxiway.

Findings

Personnel issues	Monitoring other aircraft - Pilot of other aircraft
Environmental issues	Airport structure - Effect on operation
Personnel issues	Lack of action - Pilot of other aircraft
Personnel issues	Following instructions - Pilot

Factual Information

History of Flight

Taxi-from runway	Ground collision
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Flight instructor Information

Certificate:	Commercial; Flight instructor	Age:	28,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:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	August 1, 2017
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 474.3 hours (Total, all aircraft), 234.3 hours (Total, this make and model), 260.2 hours (Pilot In Command, all aircraft), 96 hours (Last 90 days, all aircraft), 74.3 hours (Last 30 days, all aircraft), 1.7 hours (Last 24 hours, all aircraft)		

Student pilot Information

Certificate:	Student	Age:	26,Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	August 14, 2018
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 1.7 hours (Total, all aircraft), 1.7 hours (Total, this make and model), 1.7 hours (Last 90 days, all aircraft), 1.7 hours (Last 30 days, all aircraft), 1.7 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N976SP
Model/Series:	172 S	Aircraft Category:	Airplane
Year of Manufacture:	1999	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	172S8198
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	November 19, 2018 100 hour	Certified Max Gross Wt.:	2558 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	10630.1 Hrs	Engine Manufacturer:	Lycoming
ELT:	C91A installed, not activated	Engine Model/Series:	IO360-L2A
Registered Owner:		Rated Power:	180 Horsepower
Operator:		Operating Certificate(s) Held:	Pilot school (141)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KIWA, 1382 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	15:47 Local	Direction from Accident Site:	231°
Lowest Cloud Condition:	Scattered / 25000 ft AGL	Visibility	45 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	130°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.98 inches Hg	Temperature/Dew Point:	11°C / -1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Mesa, AZ (IWA)	Type of Flight Plan Filed:	None
Destination:	Mesa, AZ (IWA)	Type of Clearance:	None
Departure Time:	07:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	PHOENIX-MESA GATEWAY IWA	Runway Surface Type:	Concrete
Airport Elevation:	1383 ft msl	Runway Surface Condition:	Dry
Runway Used:	12R	IFR Approach:	None
Runway Length/Width:	10401 ft / 150 ft	VFR Approach/Landing:	None

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:	33.307777,-111.655555(est)

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