



Aviation Investigation Final Report

Location:	Chino, California	Accident Number:	GAA19CA207
Date & Time:	April 13, 2019, 13:55 Local	Registration:	N3375G
Aircraft:	North American SNJ	Aircraft Damage:	Substantial
Defining Event:	Ground collision	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of a tailwheel-equipped airplane reported that he was doing S-turns while taxiing and that he did not see any airplanes in the run-up area. While positioning the airplane in the run-up area, his airplane's left wing collided with the propeller of a stopped airplane.

The pilot of the stopped airplane reported that, after completing a run-up and waiting for a clearance to depart, he saw a "warbird" entering the run-up area. The other airplane continued straight, and the left wing collided with his airplane's propeller.

The tailwheel-equipped airplane sustained substantial damage to the left wing.

Both pilots reported that there were no preimpact 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 maintain clearance from a stopped airplane while taxiing.

Findings

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

Factual Information

History of Flight

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

Certificate:	Commercial	Age:	58,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	February 1, 2019
Occupational Pilot:	No	Last Flight Review or Equivalent:	January 25, 2019
Flight Time:	(Estimated) 3000 hours (Total, all aircraft), 200 hours (Total, this make and model)		

Pilot-rated passenger Information

Certificate:	Airline transport	Age:	58,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
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:	March 20, 2019
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	August 10, 2018
Flight Time:	(Estimated) 15975 hours (Total, all aircraft), 557 hours (Total, this make and model), 5852 hours (Pilot In Command, all aircraft), 165 hours (Last 90 days, all aircraft), 65 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	North American	Registration:	N3375G
Model/Series:	SNJ 5	Aircraft Category:	Airplane
Year of Manufacture:	1943	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	90790
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	October 27, 2018 Annual	Certified Max Gross Wt.:	5500 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	8077.2 Hrs as of last inspection	Engine Manufacturer:	Pratt & Whitney
ELT:	Installed, not activated	Engine Model/Series:	R1340 An-1
Registered Owner:		Rated Power:	650 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KCNO, 650 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	20:53 Local	Direction from Accident Site:	49°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.96 inches Hg	Temperature/Dew Point:	27°C / 2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Chino, CA (CNO)	Type of Flight Plan Filed:	None
Destination:	Chino, CA (CNO)	Type of Clearance:	None
Departure Time:	13:55 Local	Type of Airspace:	Class D

Airport Information

Airport:	Chino CNO	Runway Surface Type:	Asphalt
Airport Elevation:	650 ft msl	Runway Surface Condition:	Dry
Runway Used:	26R	IFR Approach:	None
Runway Length/Width:	4858 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:	33.974723,-117.63639(est)

Administrative Information

Investigator In Charge (IIC):	Gutierrez, Eric
Additional Participating Persons:	Roy R Peters; FAA; Riverside, CA
Original Publish Date:	November 6, 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=99269

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:	Chino, California	Accident Number:	GAA19CA207
Date & Time:	April 13, 2019, 13:55 Local	Registration:	N316RM
Aircraft:	MORRISON ROCKY V Sportsman GS-2	Aircraft Damage:	Minor
Defining Event:	Ground collision	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of a tailwheel-equipped airplane reported that he was doing S-turns while taxiing and that he did not see any airplanes in the run-up area. While positioning the airplane in the run-up area, his airplane's left wing collided with the propeller of a stopped airplane.

The pilot of the stopped airplane reported that, after completing a run-up and waiting for a clearance to depart, he saw a "warbird" entering the run-up area. The other airplane continued straight, and the left wing collided with his airplane's propeller.

The tailwheel-equipped airplane sustained substantial damage to the left wing.

Both pilots reported that there were no preimpact 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 other pilot's failure to maintain clearance from a stopped airplane while taxiing.

Findings

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

Factual Information

History of Flight

Taxi-to runway	Ground collision
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Pilot Information

Certificate:	Private	Age:	64,Male
Airplane Rating(s):	Single-engine land	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 3 With waivers/limitations	Last FAA Medical Exam:	January 8, 2019
Occupational Pilot:	No	Last Flight Review or Equivalent:	May 4, 2017
Flight Time:	(Estimated) 449 hours (Total, all aircraft), 350 hours (Total, this make and model), 365 hours (Pilot In Command, all aircraft), 11 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MORRISON ROCKY V	Registration:	N316RM
Model/Series:	Sportsman GS-2	Aircraft Category:	Airplane
Year of Manufacture:	2015	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	7134
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	May 22, 2018 Annual	Certified Max Gross Wt.:	2450 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	274 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	C126 installed, not activated	Engine Model/Series:	YIO-390-EXP
Registered Owner:		Rated Power:	210 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:	KCNO, 650 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	20:53 Local	Direction from Accident Site:	49°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.96 inches Hg	Temperature/Dew Point:	27°C / 2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Chino, CA (CNO)	Type of Flight Plan Filed:	None
Destination:	Chino, CA (CNO)	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class D

Airport Information

Airport:	Chino CNO	Runway Surface Type:	Asphalt
Airport Elevation:	650 ft msl	Runway Surface Condition:	Dry
Runway Used:	26R	IFR Approach:	None
Runway Length/Width:	4858 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Minor
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	33.974723,-117.63639(est)

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