



Aviation Investigation Final Report

Location:	Fort Myers, Florida	Accident Number:	ERA19TA146
Date & Time:	March 29, 2019, 21:00 Local	Registration:	N4335R
Aircraft:	Cessna 172	Aircraft Damage:	Substantial
Defining Event:	Ground collision	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

According to a lineperson at the airport, the airplane was taxiing toward four fuel trucks to park. The lineperson then exited one of the trucks with wands, got the pilot's attention, and walked north away from the trucks to direct the pilot to a safer parking area. He then signaled for the pilot to taxi toward him, but the airplane continued north-northwest toward the trucks, and the engine revved to a high rpm. The lineperson then motioned for the airplane to slow and move away from the trucks; however, the airplane continued to taxi toward the trucks. The lineperson signaled stop and yelled "stop" several times. The airplane did not stop, and its left wing struck a light pole near one of the trucks. The pilot reported that there were no preimpact mechanical malfunctions with the airplane. Although the pilot stated that while parking on the ramp parking area, a lineperson provided directions to taxi, which led the airplane's left wing to collide with a light pole, the airport director of operations reported that the pilot could not recall any of the wand signals that he was provided.

Probable Cause and Findings

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

The pilot's failure to remain clear of a light pole while taxiing.

Findings

Personnel issues	Lack of action - Pilot
Environmental issues	Pole - Awareness of condition
Environmental issues	Pole - Contributed to outcome

Factual Information

History of Flight

Taxi	Miscellaneous/other
Taxi	Ground collision (Defining event)

On March 30, 2019, about 2100 eastern daylight time, a Cessna 172M, N4335R, was substantially damaged during taxi after landing at Page Field (FMY), Fort Myers, Florida. The private pilot was not injured. The personal flight was conducted under the provisions of Title 14 Code of Federal Regulations Part 91. Visual meteorological conditions prevailed and no flight plan was filed for the flight that departed Miami Executive Airport (TMB), Miami, Florida, about 1930.

The pilot stated that while parking on the ramp parking area, a lineperson provided directions to taxi, which led the airplane's left wing to collide with a light pole. The pilot added that there were no preimpact mechanical malfunctions with the airplane.

The lineperson stated that he was in a parked Avgas truck, next to three Jet A trucks, preparing to drive to a hangar and complete a fueling when he heard the accident airplane taxiing toward him and it appeared that airplane was going to park in front of the three Jet A trucks. The lineperson then exited the truck with wands, was able to get the pilot's attention, and walked north away from the trucks to direct the pilot to a safer parking area. He then signaled for the pilot to taxi toward him, but the airplane moved north – northwest, still toward the trucks, and the engine revved to a high rpm. The lineperson then motioned for the airplane to slow and move away from the trucks; however, the airplane continued to taxi toward the trucks. The lineperson then signaled stop and yelled "stop" several times. The airplane did not stop and its left wing struck a light pole near the Avgas truck.

The airport director of operations reported that he interviewed the pilot after the accident and the pilot could not recall any of the wand signals that he was provided.

Examination of the wreckage by a Federal Aviation Administration inspector revealed damage to the left wing spar.

Pilot Information

Certificate:	Private	Age:	35,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 1 Without waivers/limitations	Last FAA Medical Exam:	November 12, 2018
Occupational Pilot:	No	Last Flight Review or Equivalent:	March 2, 2019
Flight Time:	126 hours (Total, all aircraft), 109 hours (Total, this make and model), 70 hours (Pilot In Command, all aircraft), 103 hours (Last 90 days, all aircraft), 53 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N4335R
Model/Series:	172 M	Aircraft Category:	Airplane
Year of Manufacture:	1974	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	17263088
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	March 29, 2019 100 hour	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:	8718 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-320 E2D
Registered Owner:		Rated Power:	150 Horsepower
Operator:		Operating Certificate(s) Held:	Pilot school (141)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night
Observation Facility, Elevation:	FMY,17 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	20:53 Local	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	110°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.09 inches Hg	Temperature/Dew Point:	22°C / 14°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Miami, FL (TMB)	Type of Flight Plan Filed:	None
Destination:	Fort Myers, FL (FMY)	Type of Clearance:	None
Departure Time:	19:30 Local	Type of Airspace:	

Airport Information

Airport:	Page Field FMY	Runway Surface Type:	
Airport Elevation:	17 ft msl	Runway Surface Condition:	
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:	26.586666,-81.863334(est)

Administrative Information

Investigator In Charge (IIC):	Gretz, Robert		
Additional Participating Persons:	Timothy Annis; FAA/FSDO; Tampa, FL		
Original Publish Date:	December 3, 2020	Investigation Class:	3
Note:	The NTSB did not travel to the scene of this accident.		
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=99239		

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