



Aviation Investigation Final Report

Location:	Sanford, Florida	Accident Number:	ERA19TA133
Date & Time:	March 13, 2019, 22:15 Local	Registration:	N220CM
Aircraft:	Cessna 650	Aircraft Damage:	Substantial
Defining Event:	Miscellaneous/other	Injuries:	4 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated that after landing the airplane at night, the taxiway that he normally used was occupied, so he taxied toward the ramp via an alternate taxiway. As he approached the ramp, there were four or five airplanes on the ramp, and the pilot asked the copilot if the area was clear on the right side. The pilot was referring to the ground path, but the copilot thought he was referring to the other airplanes. When the copilot replied that they were clear, the pilot turned right. The airplane then exited the taxiway onto grass and the nosewheel struck concrete, which resulted in substantial damage to the fuselage structure above the nose landing gear. The pilot reported that there were no preimpact mechanical malfunctions with the airplane.

Probable Cause and Findings

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

The pilot's failure to keep the airplane on the taxiway while taxiing at night. Contributing to the accident was a miscommunication between the flight crewmembers about the position of the airplane.

Findings

Personnel issues	Aircraft control - Pilot
Personnel issues	Interpretation/understanding - Flight crew
Aircraft	Heading/course - Not attained/maintained

Factual Information

History of Flight

Taxi-from runway	Miscellaneous/other (Defining event)
Taxi-from runway	Collision with terr/obj (non-CFIT)

On March 14, 2019, about 2215 eastern daylight time, a Cessna 650, N220CM, was substantially damaged during taxi at Orlando Sanford International Airport (SFB), Orlando, Florida. The two airline transport pilots and two passengers were not injured. The personal flight was conducted under the provisions of Title 14 *Code of Federal Regulations* Part 91. Night visual meteorological conditions prevailed and an instrument flight rules flight plan was filed for the flight that departed Yeager Airport (CRW), Charleston, West Virginia, about 2100.

The pilot stated that after landing, the taxiway that he normally used had an airplane on it, so he taxied toward the ramp via an alternate taxiway. As he approached the ramp, there were four or five airplanes on the ramp and the pilot asked the copilot if the area was clear on the right side. The pilot was referring to the ground and the copilot thought he was referring to the other airplanes. When the copilot replied that they were clear, the pilot turned right. The airplane then exited the taxiway on to grass and the nosewheel struck concrete before the airplane came to rest. The pilot added that there were no preimpact mechanical malfunctions with the airplane.

Examination of the airplane by a Federal Aviation Administration inspector revealed damage to the structure above the nose landing gear and the pressure bulkhead.

Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	83,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	October 31, 2018
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	March 2, 2019
Flight Time:	30000 hours (Total, all aircraft), 4000 hours (Total, this make and model), 29000 hours (Pilot In Command, all aircraft), 75 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Co-pilot Information

Certificate:	Airline transport	Age:	69,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:	Yes
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	February 25, 2019
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	March 4, 2019
Flight Time:	4353 hours (Total, all aircraft), 261 hours (Total, this make and model), 3640 hours (Pilot In Command, all aircraft), 86 hours (Last 90 days, all aircraft), 31 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N220CM
Model/Series:	650 No Series	Aircraft Category:	Airplane
Year of Manufacture:	1988	Amateur Built:	
Airworthiness Certificate:	Transport	Serial Number:	650-0160
Landing Gear Type:	Retractable - Tricycle	Seats:	10
Date/Type of Last Inspection:	Continuous airworthiness	Certified Max Gross Wt.:	22200 lbs
Time Since Last Inspection:		Engines:	2 Turbo fan
Airframe Total Time:	9655 Hrs as of last inspection	Engine Manufacturer:	Honeywell
ELT:	C91A installed, not activated	Engine Model/Series:	TFE-731
Registered Owner:		Rated Power:	
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night
Observation Facility, Elevation:	SFB, 54 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	21:53 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:	30.13 inches Hg	Temperature/Dew Point:	19°C / 16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Charleston, WV (CRW)	Type of Flight Plan Filed:	IFR
Destination:	Sanford, FL (SFB)	Type of Clearance:	IFR
Departure Time:	21:00 Local	Type of Airspace:	

Airport Information

Airport:	Orlando Sanford International SFB	Runway Surface Type:	
Airport Elevation:	55 ft msl	Runway Surface Condition:	
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	28.776945,-81.235(est)

Administrative Information

Investigator In Charge (IIC):	Gretz, Robert		
Additional Participating Persons:	Robert E Hayes; FAA/FSDO; Orlando, 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=99149		

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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](#).