



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

# Aviation Investigation Final Report

<b>Location:</b>	Chandler, Arizona	<b>Accident Number:</b>	GAA18CA275
<b>Date &amp; Time:</b>	May 11, 2018, 08:00 Local	<b>Registration:</b>	N481B
<b>Aircraft:</b>	AEROPRO CZ S R O A240	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Ground collision	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

## Analysis

According to the pilot in the low-wing airplane, he was cleared by ground control to taxi to runway 22R via "Alpha and November." Taxiway Alpha runs parallel to runway 22R. The pilot approached taxiway Alpha via taxiway Mike, and before entering the intersection of taxiways Alpha and Mike, he "looked in all directions for aircraft" and then proceeded to turn left onto taxiway Alpha without stopping. His airplane's right wing collided with the left side of another airplane already taxiing via Alpha to 22R. He asserted that the other airplane was moving very fast when the collision occurred. His airplane sustained substantial damage to the right aileron.

According to the student pilot in the high-wing airplane, he received clearance from ground control to taxi to runway 22R via "Alpha and November." He recalled that he was established on Alpha and heading toward 22R with his landing lights on. He saw the low-wing airplane approaching the intersection of taxiway Alpha and Mike from the nonmovement area. He reported that the low-wing airplane turned left onto taxiway Alpha without stopping. The low-wing airplane's right wing collided with the left side of his airplane. His airplane sustained damage to the left-wing lift strut, the left-wing support struts, and the windscreen.

Both pilots reported that there were no preaccident mechanical malfunctions or failures 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 stop and yield to the airplane taxiing on the taxiway, which resulted in a ground collision.

## Findings

<b>Personnel issues</b>	Task monitoring/vigilance - Pilot of other aircraft
<b>Environmental issues</b>	Aircraft - Effect on operation

## Factual Information

### History of Flight

Taxi	Miscellaneous/other
Taxi	Ground collision (Defining event)

### Pilot Information

Certificate:	Student	Age:	62,Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Sport pilot With waivers/limitations	Last FAA Medical Exam:	June 15, 2017
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 45 hours (Total, all aircraft), 45 hours (Total, this make and model), 24 hours (Pilot In Command, all aircraft), 26 hours (Last 90 days, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	AEROPRO CZ S R O	Registration:	N481B
Model/Series:	A240	Aircraft Category:	Airplane
Year of Manufacture:	2016	Amateur Built:	
Airworthiness Certificate:	Special light-sport (Special)	Serial Number:	47816
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	June 15, 2015 Annual	Certified Max Gross Wt.:	1235 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	232 Hrs at time of accident	Engine Manufacturer:	ROTAX
ELT:	Installed, not activated	Engine Model/Series:	912ULS
Registered Owner:		Rated Power:	100 Horsepower
Operator:	On file	Operating Certificate(s) Held:	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KCHD,1243 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	14:47 Local	<b>Direction from Accident Site:</b>	264°
<b>Lowest Cloud Condition:</b>	Scattered / 15000 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>		<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	6 knots /	<b>Turbulence Type Forecast/Actual:</b>	/ None
<b>Wind Direction:</b>	160°	<b>Turbulence Severity Forecast/Actual:</b>	/ N/A
<b>Altimeter Setting:</b>	29.76 inches Hg	<b>Temperature/Dew Point:</b>	28°C / 0°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Chandler, AZ (CHD )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Chandler, AZ (CHD )	<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>	08:00 Local	<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>	CHANDLER MUNI CHD	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	1243 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>		<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	33.269165,-111.811111(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Hicks, Michael
<b>Additional Participating Persons:</b>	Yasmin Duran; FAA; Scottsdale, AZ
<b>Original Publish Date:</b>	March 18, 2019
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=97238">https://data.nts.gov/Docket?ProjectID=97238</a>

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

<b>Location:</b>	Chandler, Arizona	<b>Accident Number:</b>	GAA18CA275
<b>Date &amp; Time:</b>	May 11, 2018, 08:00 Local	<b>Registration:</b>	N4121T
<b>Aircraft:</b>	Piper PA 28	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Ground collision	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

According to the pilot in the low-wing airplane, he was cleared by ground control to taxi to runway 22R via "Alpha and November." Taxiway Alpha runs parallel to runway 22R. The pilot approached taxiway Alpha via taxiway Mike, and before entering the intersection of taxiways Alpha and Mike, he "looked in all directions for aircraft" and then proceeded to turn left onto taxiway Alpha without stopping. His airplane's right wing collided with the left side of another airplane already taxiing via Alpha to 22R. He asserted that the other airplane was moving very fast when the collision occurred. His airplane sustained substantial damage to the right aileron.

According to the student pilot in the high-wing airplane, he received clearance from ground control to taxi to runway 22R via "Alpha and November." He recalled that he was established on Alpha and heading toward 22R with his landing lights on. He saw the low-wing airplane approaching the intersection of taxiway Alpha and Mike from the nonmovement area. He reported that the low-wing airplane turned left onto taxiway Alpha without stopping. The low-wing airplane's right wing collided with the left side of his airplane. His airplane sustained damage to the left-wing lift strut, the left-wing support struts, and the windscreen.

Both pilots reported that there were no preaccident mechanical malfunctions or failures 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 stop and yield to the airplane taxiing on the taxiway, which resulted in a ground collision.

## Findings

<b>Personnel issues</b>	Task monitoring/vigilance - Pilot
<b>Environmental issues</b>	Aircraft - Effect on operation

## Factual Information

### History of Flight

Taxi	Miscellaneous/other
Taxi	Ground collision

### Pilot Information

Certificate:	Private	Age:	46,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
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:	February 10, 2017
Occupational Pilot:	No	Last Flight Review or Equivalent:	April 13, 2017
Flight Time:	(Estimated) 68 hours (Total, all aircraft), 14 hours (Total, this make and model), 27 hours (Pilot In Command, all aircraft), 14 hours (Last 90 days, all aircraft), 14 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N4121T
Model/Series:	PA 28 161	Aircraft Category:	Airplane
Year of Manufacture:	1996	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	2842017
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	March 14, 2018 100 hour	Certified Max Gross Wt.:	2440 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	14672 Hrs at time of accident	Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	O-320-D3G
Registered Owner:		Rated Power:	160 Horsepower
Operator:		Operating Certificate(s) Held:	Pilot school (141)



## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KCHD,1243 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	14:47 Local	<b>Direction from Accident Site:</b>	264°
<b>Lowest Cloud Condition:</b>	Scattered / 15000 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>		<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	6 knots /	<b>Turbulence Type Forecast/Actual:</b>	/ None
<b>Wind Direction:</b>	160°	<b>Turbulence Severity Forecast/Actual:</b>	/ N/A
<b>Altimeter Setting:</b>	29.76 inches Hg	<b>Temperature/Dew Point:</b>	28°C / 0°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Chandler, AZ (CHD )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Eloy, AZ (E60 )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	08:00 Local	<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>	CHANDLER MUNI CHD	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	1243 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>		<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	33.269165,-111.811111(est)

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