



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Miami, Florida	Accident Number:	GAA19CA071
Date & Time:	November 20, 2018, 09:30 Local	Registration:	N607FT
Aircraft:	Piper PA28	Aircraft Damage:	Substantial
Defining Event:	Ground collision	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The student pilot in the low-wing airplane reported that, after landing, she exited the runway onto a taxiway, which was occupied by a high-wing airplane that had landed before her. She attempted to pass the high-wing airplane on the left, but her airplane's right wing struck the other airplane's left wing lift strut. Her airplane then turned right about 180°, and the right wing struck the propeller and then the right wing of the high-wing airplane.

The flight instructor in the high-wing airplane reported that, after exiting the runway onto a taxiway, he "felt a small hit on the left side." He saw a low-wing airplane make a right, 180° turn around the front of his airplane and impact its right wing.

The low- and high-wing airplanes sustained substantial damage to their right wings.

The student reported that there were no mechanical malfunctions or failures with the airplane 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 student pilot's improper decision to taxi past another airplane occupying the taxiway and her subsequent failure to maintain clearance from the airplane.

Findings

Personnel issues	Decision making/judgment - Student/instructed pilot
Environmental issues	Aircraft - Effect on operation
Personnel issues	Monitoring other aircraft - Student/instructed pilot

Factual Information

History of Flight

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

Certificate:	Student	Age:	24,Female
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 With waivers/limitations	Last FAA Medical Exam:	June 6, 2018
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 53.7 hours (Total, all aircraft), 48.4 hours (Total, this make and model), 4.8 hours (Pilot In Command, all aircraft), 30.7 hours (Last 90 days, all aircraft), 16.7 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N607FT
Model/Series:	PA28 161	Aircraft Category:	Airplane
Year of Manufacture:	1989	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	2841215
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	November 6, 2018 100 hour	Certified Max Gross Wt.:	2325 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	13292 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	C91 installed, not activated	Engine Model/Series:	O-360-D3G
Registered Owner:		Rated Power:	160 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:	KTMB, 10 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	15:53 Local	Direction from Accident Site:	31°
Lowest Cloud Condition:	Scattered / 3000 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.09 inches Hg	Temperature/Dew Point:	29°C / 21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Miami, FL (TMB)	Type of Flight Plan Filed:	None
Destination:	Miami, FL (TMB)	Type of Clearance:	VFR
Departure Time:	09:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	Miami Executive TMB	Runway Surface Type:	Asphalt
Airport Elevation:	10 ft msl	Runway Surface Condition:	Dry
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:	25.647499,-80.433334(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Michael
Additional Participating Persons:	Juan Garcia; FAA; Miami, FL
Original Publish Date:	September 26, 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=98673

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:	Miami, Florida	Accident Number:	GAA19CA071
Date & Time:	November 20, 2018, 09:30 Local	Registration:	N80298
Aircraft:	Cessna 172	Aircraft Damage:	Substantial
Defining Event:	Ground collision	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The student pilot in the low-wing airplane reported that, after landing, she exited the runway onto a taxiway, which was occupied by a high-wing airplane that had landed before her. She attempted to pass the high-wing airplane on the left, but her airplane's right wing struck the other airplane's left wing lift strut. Her airplane then turned right about 180°, and the right wing struck the propeller and then the right wing of the high-wing airplane.

The flight instructor in the high-wing airplane reported that, after exiting the runway onto a taxiway, he "felt a small hit on the left side." He saw a low-wing airplane make a right, 180° turn around the front of his airplane and impact its right wing.

The low- and high-wing airplanes sustained substantial damage to their right wings.

The student reported that there were no mechanical malfunctions or failures with the airplane 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 improper decision to taxi past another airplane occupying a taxiway and her subsequent failure to maintain clearance from the airplane.

Findings

Personnel issues	Decision making/judgment - Pilot of other aircraft
Personnel issues	Monitoring other aircraft - Pilot of other aircraft
Environmental issues	Aircraft - Effect on operation

Factual Information

History of Flight

Taxi-from runway	Ground collision
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Flight instructor Information

Certificate:	Commercial; Flight instructor	Age:	34,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	June 25, 2018
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	April 1, 2018
Flight Time:	(Estimated) 700 hours (Total, all aircraft), 700 hours (Total, this make and model), 550 hours (Pilot In Command, all aircraft), 200 hours (Last 90 days, all aircraft), 70 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N80298
Model/Series:	172 M	Aircraft Category:	Airplane
Year of Manufacture:	1975	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	17266504
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	100 hour	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Installed	Engine Model/Series:	O-320 SERIES
Registered Owner:		Rated Power:	
Operator:	On file	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KTMB, 10 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	15:53 Local	Direction from Accident Site:	31°
Lowest Cloud Condition:	Scattered / 3000 ft AGL	Visibility	10 miles
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Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.09 inches Hg	Temperature/Dew Point:	29°C / 21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Miami, FL (TMB)	Type of Flight Plan Filed:	None
Destination:	Miami, FL (TMB)	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class D

Airport Information

Airport:	Miami Executive TMB	Runway Surface Type:	Asphalt
Airport Elevation:	10 ft msl	Runway Surface Condition:	Dry
Runway Used:		IFR Approach:	None
Runway Length/Width:		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:	25.647499,-80.433334(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Michael
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