



# Aviation Investigation Final Report

<b>Location:</b>	Sedona, Arizona	<b>Accident Number:</b>	WPR17LA207
<b>Date &amp; Time:</b>	September 16, 2017, 14:30 Local	<b>Registration:</b>	N786WW
<b>Aircraft:</b>	Cessna 208B	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Ground handling event	<b>Injuries:</b>	9 None
<b>Flight Conducted Under:</b>	Part 135: Air taxi & commuter - Non-scheduled		

## Analysis

The commercial pilot reported that, while taxiing after landing, he was instructed by the ground controller to follow a truck to transient parking. A fly-in car show event was taking place at the time, and several areas on the ramp were occupied by the show. With a wing walker on the right wing, he followed the truck and moved left of the taxiway centerline to avoid getting too close to the airplanes to the right that overhung into the taxiway. After the airplane was clear of the airplanes to the right, the pilot advanced the throttle and the left wing impacted a light pole, which resulted in substantial damage to the left wing. The pilot reported that there were no mechanical malfunctions or anomalies that would have precluded normal operation of 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 maintain clearance from a light pole while taxiing.

## Findings

<b>Personnel issues</b>	Monitoring environment - Pilot
<b>Environmental issues</b>	Pole - Contributed to outcome

# Factual Information

## History of Flight

Taxi	Ground handling event (Defining event)
Taxi	Collision with terr/obj (non-CFIT)

On September 16, 2017, about 1430 mountain standard time, a Cessna 208B airplane, N786WW, collided with a light pole while taxiing after landing at the Sedona Airport (SEZ), Sedona, Arizona. The pilot and eight passengers were not injured and the airplane sustained substantial damage to the left wing. The airplane was registered to and operated by West Wind Aviation, Inc., as a Title 14 *Code of Federal Regulations* Part 135 on-demand air taxi flight. Visual meteorological conditions prevailed and a company visual flight rules flight plan was filed for the cross-country flight. The flight departed Grand Canyon West Airport, Peach Springs, Arizona at 1322.

According to the pilot, after an uneventful landing on runway 3, he taxied the airplane from taxiway A2 to taxiway A and waited for further instructions from ground control. A Fly-in & Car Show event was taking place at the time, and several areas on the ramp were occupied by the show. The pilot was then instructed by ground control to follow a truck on A6 taxiway to transient parking. The transient parking was moved to the east side of the ramp and was only accessible by taxiway A6 during the event. The pilot stated that as he followed the truck, he noticed several airplanes that were parked to the right side and their wings overhung into the taxiway near to the centerline. As he approached the airplanes he steered left of centerline to maintain clearance to his right. He had one ground personnel to the right side clearing the airplane's right wing and no one on the left side to clear the left wing. The pilot advanced the throttle after he was clear of the airplanes to his right and subsequently impacted a light pole with the left wing. The light pole was positioned about 65 ft from the centerline of taxiway A6.

The Federal Aviation Administration (FAA) records indicated that the pilot held a commercial pilot certificate with airplane single-engine and multiengine land ratings. The pilot reported that he had about 915 hours total flight experience, including about 102 hours in the accident airplane make and model.

## Pilot Information

<b>Certificate:</b>	Commercial; Private	<b>Age:</b>	30,Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	5-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 1 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	October 3, 2016
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	915 hours (Total, all aircraft), 102 hours (Total, this make and model), 675 hours (Pilot In Command, all aircraft), 224 hours (Last 90 days, all aircraft), 81 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N786WW
<b>Model/Series:</b>	208B	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	2004	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	208B1099
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	
<b>Date/Type of Last Inspection:</b>		<b>Certified Max Gross Wt.:</b>	7449 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Turbo prop
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>		<b>Engine Model/Series:</b>	PT6A SER
<b>Registered Owner:</b>		<b>Rated Power:</b>	0 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	On-demand air taxi (135)

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KSEZ,4827 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	21:15 Local	<b>Direction from Accident Site:</b>	82°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	9 knots /	<b>Turbulence Type Forecast/Actual:</b>	/ None
<b>Wind Direction:</b>	130°	<b>Turbulence Severity Forecast/Actual:</b>	/ N/A
<b>Altimeter Setting:</b>	30.04 inches Hg	<b>Temperature/Dew Point:</b>	29°C / 0°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	PEACH SPRINGS, AZ (1G4 )	<b>Type of Flight Plan Filed:</b>	Company VFR
<b>Destination:</b>	Sedona, AZ (SEZ )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	13:22 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	SEDONA SEZ	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	4830 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	03	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	5132 ft / 100 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	8 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	9 None	<b>Latitude, Longitude:</b>	34.849166,-111.790557

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Swick, Andrew
<b>Additional Participating Persons:</b>	Thomas Dickerson; FAA-FSDO; Scottsdale, AZ
<b>Original Publish Date:</b>	March 18, 2019
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=96030">https://data.nts.gov/Docket?ProjectID=96030</a>

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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](#).