



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

# Aviation Investigation Final Report

<b>Location:</b>	Cincinnati, Ohio	<b>Accident Number:</b>	ERA23LA171
<b>Date &amp; Time:</b>	March 21, 2023, 15:00 Local	<b>Registration:</b>	N7772B
<b>Aircraft:</b>	Cessna 180	<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

Shortly after landing, while taxiing to get fuel, the pilot was being guided by a marshaller who was not using correct hand signaling techniques and appeared to wave at the pilot in a “follow me” fashion. As the pilot continued to taxi straight ahead, the marshaller stopped giving hand signals and watched the pilot continuing to taxi straight ahead before executing a sharp right turn directly into a parked airplane. During the turn, the taxiing airplane’s left wing impacted the parked airplane’s left propeller resulting in substantial damage to the taxiing airplane and minor damage to the parked airplane. The taxiing pilot reported she did not see the other airplane because her attention was focused on the marshaller.

## 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 an adequate visual lookout during taxi, which resulted in a collision with a parked airplane. Contributing was the marshaller’s improper marshalling techniques.

## Findings

Personnel issues	Monitoring other aircraft - Pilot
Personnel issues	Monitoring other aircraft - Ground crew

## Factual Information

### History of Flight

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

Certificate:	Airline transport; Commercial	Age:	80,Female
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:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	September 2, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	December 24, 2022
Flight Time:	14000 hours (Total, all aircraft), 6000 hours (Total, this make and model), 10000 hours (Pilot In Command, all aircraft), 80 hours (Last 90 days, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N7772B
Model/Series:	180	Aircraft Category:	Airplane
Year of Manufacture:	1956	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	32420
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	March 7, 2023 Annual	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:	10 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	6740 Hrs as of last inspection	Engine Manufacturer:	CONT MOTOR
ELT:	Installed, not activated	Engine Model/Series:	O-470 SERIES
Registered Owner:	On file	Rated Power:	230 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	LUK,475 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	14:53 Local	<b>Direction from Accident Site:</b>	37°
<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>	12 knots /	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	210°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	30.28 inches Hg	<b>Temperature/Dew Point:</b>	16°C / -7°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	LeBannon, OH (I68)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Cincinnati, OH	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	13:50 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	CINCINNATI MUNI/LUNKEN FLD LUK	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>	483 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>	N/A	<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>	39.103333,-84.418611(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Mccarter, Lawrence
<b>Additional Participating Persons:</b>	Karin Hensellek; FAA/FSDO; Cincinnati, OH
<b>Original Publish Date:</b>	June 29, 2023
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<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=106976">https://data.nts.gov/Docket?ProjectID=106976</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).