



Aviation Investigation Final Report

Location:	Fort Worth, Texas	Accident Number:	CEN24LA034
Date & Time:	November 8, 2023, 08:30 Local	Registration:	N9568U
Aircraft:	GRUMMAN AMERICAN AVN. CORP. AA-5	Aircraft Damage:	Substantial
Defining Event:	Collision with terr/obj (non-CFIT)	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that after landing at the airport, he was taxiing the airplane on the dry asphalt. During the taxi, he observed a motorcycle on the taxiway coming toward the airplane. While focusing on the motorcycle, the right wing impacted several garbage cans, the airplane turned to the right, and impacted a hangar door. The airplane came to rest upright, and the pilot was able to egress from the airplane without further incident.

The airplane sustained substantial damage to the right wing. The pilot reported that there were no preimpact mechanical malfunctions or failures with the airframe or the engine that would have precluded normal operation. This was the pilot's first visit to the airport, and he reported he did not visually observe the garbage cans during the taxi, as they were in an area that was shadowed from a hangar. According to the Federal Aviation Administration Chart Supplement for the airport, the remarks section states, "uncontrolled vehicle tfc inv of hangars and on twys."

Probable Cause and Findings

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

The distraction of the pilot during the taxi, resulting in a ground collision.

Findings

Personnel issues	Aircraft control - Pilot
Personnel issues	Attention - Pilot
Personnel issues	Monitoring environment - Pilot

Factual Information

History of Flight

Taxi	Collision with terr/obj (non-CFIT) (Defining event)
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Pilot Information

Certificate:	Private	Age:	75, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	BasicMed	Last FAA Medical Exam:	January 31, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	October 3, 2022
Flight Time:	(Estimated) 1806 hours (Total, all aircraft), 471 hours (Total, this make and model), 778 hours (Pilot In Command, all aircraft), 43 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	GRUMMAN AMERICAN AVN. CORP.	Registration:	N9568U
Model/Series:	AA-5 A	Aircraft Category:	Airplane
Year of Manufacture:	1975	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	AA5A-0068
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	October 6, 2023 Annual	Certified Max Gross Wt.:	2200 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2123 Hrs at time of accident	Engine Manufacturer:	Lycoming Engines
ELT:	C91 installed, not activated	Engine Model/Series:	O-320-E2G
Registered Owner:	CENTEX CHEETAHS LLC	Rated Power:	150 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None
Operator Does Business As:	None	Operator Designator Code:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KAFW,707 ft msl	Distance from Accident Site:	6 Nautical Miles
Observation Time:	07:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Few / 1500 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	13 knots / 22 knots	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.84 inches Hg	Temperature/Dew Point:	20°C / 17°C
Precipitation and Obscuration:			
Departure Point:	Fort Worth, TX	Type of Flight Plan Filed:	None
Destination:	Fort Worth, TX	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	HICKS AIRFIELD T67	Runway Surface Type:	
Airport Elevation:	855 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:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	32.930566,-97.412362(est)

Administrative Information

Investigator In Charge (IIC):	Hodges, Michael
Additional Participating Persons:	Michael LePore; FAA North Texas FSDO; Irving, TX
Original Publish Date:	December 13, 2023
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=193362

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](#).