

NARRATIVE HISTORY OF FLIGHT (Copied from NTSB 6120.1 Form for complete description)

0930- 1000 IP shows/ prepares for oral exam with Zhang  
1000-1131 Oral stage II Private with Zhang  
1130 ~1245 Lunch with GM  
1310-1440 Flight dispatched (1.5) with Edward (987TS)  
1427-UNK Fuel given to 987TS 13 gals  
1500-1530 Pre-flight 987TS (scheduled)  
1535 Student Ben shows for flight at 1700  
1517-1653 987TS Dispatched flight with Gary (1.6)  
1653-1720 No actions could be accounted for during this time for 987TS/Student/IP  
1720 987TS dispatched to Ben  
1721 Fuel given to 987TS (10 gals)  
- Pre-flighted by the student  
- Dispatch sheet given to IP  
- NOTAMS not provided (Foreflight used by IP)  
1745- 1927 Take-off IFR Flight Plan (KCCO-VNA-AYS-CRG-KSGJ)  
1927-2030 RNAV approach into KSGJ RWY13 w/ IFR departure (stop/go and to meet TCO rqmts)  
2030-2100 Closed IFR plan entered the 45 for the downwind, Landed KSSI VFR, RWY 22  
- IP took control of aircraft, taxied off RWY to a spot in front of the FBO  
- Took on Fuel (31 gals. from Golden Isles Aviation)  
- Pax called UBER to go get food  
2100-2200 Dinner  
2200-2220 Pre-flighted, ran checklists, up through "engine start"  
2220-2230 ERAU plane taxied in front of acft headed to RWY 22  
- Flight plan filed at 2220 (SSI-AMG-VNA-PRATZ-GRANT-CCO)  
- "Engine Start" Checklist called complete, "After Start" checklist started  
- "After Start" Checklist was called complete with "FMS Setup" alibied  
- IP made call on CTAF alerting other aircraft on airfield  
~2230 PIC student started to taxi aircraft while IP continued loading FMS:  
- Departure Frequencies, Jacksonville approach into FMS  
- Taxi distance to runway 22 was approximately 500 feet  
- The PIC student was taxiing slow and controlled- ~6-8 knots ground speed  
- Strobes, taxi, and position lights were on.

Student PIC stated that he was looking at his iPad for field diagram and to verify taxiway to RWY 22 (approx. 500 ft). He was head down when he closed his iPad and did not notice the distance from his plane to the Cessna in front of him. The PIC did not let the IP know that he was "heads-in". When he heard someone yell "stop" he stomped on the brakes, but the Twin Star had already made contact with the tail of the Cessna. IP took control of aircraft for shutdown.

The IP was about to finish loading the ATC departure frequency, she looked up in time to see nose of 987TS taxi into the back of ERAU C172 which had been holding short of RWY 22. (IP stated it did not appear that ERAU had strobes on, only navigation lights) At the same time IP looked up, PAX in the back of 987TS yelled "stop"! After impact, IP took control of aircraft and shutdown engines. IP could not verify Student was on his iPad during taxi operations.

The Pax was in the back seat while taxiing. He stated that the student had control of the aircraft for taxi. The IP was loading the flight plan into the FMS. Just prior to the RWY he noticed the Cessna in front and yelled "stop". 987TS had struck the Cessna from behind. Pax could not verify Student was on his iPad or wearing glasses during taxi operations.

987TS nose cone went over the top of the horizontal stabilizer, left of the vertical stabilizer. The nose gear doors, cut completely through the elevator on the C172, leaving two big cuts. IP took the controls and executed a normal shutdown of the engines since they did not appear have any damage or be under any duress from the impact. IP then verified that all crew members were safe and unharmed. Both crews of the Twin Star and Cessna egressed their aircraft under normal conditions. After exiting the aircraft, both crews documented with numerous pictures and IP called Falcon Aviation, (GM). To prevent potential hazards on taxiway both crews determined the best COA was to push 987TS back away from Cessna, restart engines and return to parking. Cessna also turned acft around and returned to parking in front of the FBO.

Airport/Local Emergency Response crews were not called and did not respond.

987TS's Crew and Pax stayed the night and were retrieved the next day by King Air flight provided by Falcon Aviation.

987TS was given a "Special Airworthiness Certificate" by the Atlanta FSDO on 01 March 2018 with a termination date of 07 March 2018. Falcon Aviation's Chief Pilot flew aircraft back to Falcon Aviation/Newnan on 02 March 2018 for repairs.