



Aviation Investigation Final Report

Location:	Honolulu, Hawaii	Accident Number:	ANC20LA003
Date & Time:	October 31, 2019, 13:00 Local	Registration:	N926FE (A1); N274MM (A2)
Aircraft:	Cessna 208 (A1); Cessna 172 (A2)	Aircraft Damage:	Minor (A1); Substantial (A2)
Defining Event:	Ground collision	Injuries:	1 None (A1); 2 None (A2)
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled (A1); Part 91: General aviation - Personal (A2)		

Analysis

The pilot of a Cessna 208B airplane reported that, during taxi to the runway for departure, his airplane was positioned approximately 50 ft behind another airplane holding for departure. He added that, he set the condition lever at low idle, and the power lever was set all the way aft to idle. He said he then set the parking brake before diverting his attention to inside of the airplane. Shortly after, he was startled by a noise and vibration, looked up, and realized his airplane had taxied into the airplane in front of him.

A postaccident examination of the Cessna 208B by a Federal Aviation Administration airworthiness inspector revealed no preaccident mechanical failures or malfunctions with the brake system that would have precluded normal operation.

Given the absence of any mechanical issues with the Cessna 208B's brake system, it is likely the pilot inadvertently failed to set the parking brake before diverting his attention inside the airplane, and the airplane subsequently collided with the airplane ahead.

Probable Cause and Findings

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

The pilot of the Cessna's failure to set the parking brake before diverting his attention inside the airplane, which resulted in his airplane colliding with the airplane ahead of it on the taxiway.

Findings

Personnel issues (A1)	Task monitoring/vigilance - Pilot
Aircraft (A1)	Brake - Incorrect use/operation
Personnel issues (A2)	Task monitoring/vigilance - Pilot of other aircraft

Factual Information

History of Flight

Taxi (A1)	Ground collision (Defining event)
Taxi (A2)	Ground collision

On October 31, 2019, about 1300 Hawaii-Aleutian standard time, a Cessna 208B airplane, N926FE, and a Cessna 172, N274MM sustained damage during a ground collision at the Daniel K Inouye International Airport (HNL) Honolulu, Hawaii. The Cessna 208 sustained minor damage and the Cessna 172 sustained substantial damage. The solo commercial pilot of N926FE, and private pilot and passenger of N274MM were not injured. Day visual meteorological conditions prevailed at the time of the accident, and N926FE had filed an instrument flight rules (IFR) flight plan, and N274MM had no flight plan filed. N926FE was registered to Federal Express Corporation and operated by Corporate Air as flight 8974, an on-demand flight under the provision of Title 14 Code of Federal Regulations Part 135. N274MM was owned privately and operated by the pilot under the provisions of Title 14 Code of Federal Regulations Part 91.

The pilot of N926FE reported that, during taxi to the runway for departure, his airplane was number two on taxiway "C" Charlie holding for runway 26R. He positioned approximately 50 feet behind N274MM (the number one holding airplane for departure), the condition lever was set at low idle and the power lever was set all the way aft at idle. He then set the parking brake before diverting his attention from outside of the airplane to inside of the cockpit. While his attention was inside of the airplane, he was startled by a noise and vibration. He looked up and realized his airplane had taxied into N274MM. He then shut his airplane down, radioed the control tower to report the collision, and all occupants exited their airplanes.

The pilot of N274MM reported that, while holding for departure, his airplane was struck from behind by N926FE. He added that, there were no preaccident mechanical failures or malfunctions with N274MM that would have precluded normal operation.

As a result of the ground collision, N274MM sustained substantial damage to the left horizontal stabilizer and elevator, the vertical stabilizer and rudder, and left flap.

A postaccident examination of N926FE by a Federal Aviation Administration inspector revealed no preaccident mechanical failures or malfunctions with the airplane braking system that would have precluded normal operation.

Pilot Information (A1)

Certificate:	Commercial	Age:	68, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	5-point
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	February 12, 2019
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	August 29, 2019
Flight Time:	(Estimated) 3500 hours (Total, all aircraft), 940 hours (Total, this make and model), 1279 hours (Pilot In Command, all aircraft), 70 hours (Last 90 days, all aircraft), 32 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Pilot Information (A2)

Certificate:	Private	Age:	68, Male
Airplane Rating(s):	Single-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):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	May 14, 2018
Occupational Pilot:	No	Last Flight Review or Equivalent:	January 12, 2018
Flight Time:	(Estimated) 405 hours (Total, all aircraft), 340 hours (Total, this make and model), 285 hours (Pilot In Command, all aircraft), 37 hours (Last 90 days, all aircraft), 24 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information (A1)

Aircraft Make:	Cessna	Registration:	N926FE
Model/Series:	208 B	Aircraft Category:	Airplane
Year of Manufacture:	1987	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	208B0026
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	September 16, 2019 AAIP	Certified Max Gross Wt.:	8750 lbs
Time Since Last Inspection:		Engines:	1 Turbo prop
Airframe Total Time:	13738.7 Hrs at time of accident	Engine Manufacturer:	Pratt & Whitney
ELT:	C126 installed, not activated	Engine Model/Series:	PT6A-114A
Registered Owner:	Federal Express Corporation	Rated Power:	675 Horsepower
Operator:	Corporate Air	Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:		Operator Designator Code:	HSYA

Aircraft and Owner/Operator Information (A2)

Aircraft Make:	Cessna	Registration:	N274MM
Model/Series:	172 S	Aircraft Category:	Airplane
Year of Manufacture:	2003	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	172S9320
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	100 hour	Certified Max Gross Wt.:	2450 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	IO-360-L2A
Registered Owner:	On file	Rated Power:	180 Horsepower
Operator:	On file	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:	PHNL,7 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	22:53 Local	Direction from Accident Site:	342°
Lowest Cloud Condition:	Few / 2500 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.84 inches Hg	Temperature/Dew Point:	29°C / 21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Honolulu, HI (HNL) (A1); Honolulu, HI (HNL) (A2)	Type of Flight Plan Filed:	IFR (A1); None (A2)
Destination:	Lihue, HI (LIH) (A1); Honolulu, HI (HNL) (A2)	Type of Clearance:	IFR (A1); VFR (A2)
Departure Time:	13:00 Local (A1)	Type of Airspace:	Class B (A1); Class B (A2)

Airport Information

Airport:	DANIEL K INOUYE INTL HNL	Runway Surface Type:	
Airport Elevation:	12 ft msl	Runway Surface Condition:	Dry
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information (A1)

Crew Injuries:	1 None	Aircraft Damage:	Minor
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	21.313055,-157.925277(est)

Wreckage and Impact Information (A2)

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	21.313055,-157.925277(est)

Administrative Information

Investigator In Charge (IIC):	Swenson, Eric
Additional Participating Persons:	Edwin Kalilikane; FAA; Honolulu, HI
Original Publish Date:	May 5, 2021
Last Revision Date:	
Investigation Class:	Class 3
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=100520

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](#).