



Aviation Investigation Final Report

Location:	Ardmore, Oklahoma	Accident Number:	CEN23LA015
Date & Time:	October 13, 2022, 15:00 Local	Registration:	N2889W
Aircraft:	Beech B-60	Aircraft Damage:	Substantial
Defining Event:	Ground collision	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported while taxiing at an uncontrolled airport, he observed that a construction crew was working on both sides of the taxiway. Approaching the construction area, the pilot turned right to avoid a skid loader that was in motion on the left side of the taxiway. The airplane struck a pickup truck on the right side of the taxiway, in which the which the right wing sustained substantial damage. The pilot reported that there were no mechanical malfunctions or failures with the airplane that would have precluded normal operation.

Probable Cause and Findings

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

The pilot did not ensure adequate clearance from construction vehicles during taxi.

Findings

Personnel issues	Identification/recognition - Pilot
Environmental issues	Taxiway condition - Decision related to condition

Factual Information

History of Flight

Taxi	Ground collision (Defining event)
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Pilot Information

Certificate:	Private	Age:	85, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	April 20, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	July 18, 2022
Flight Time:	8500 hours (Total, all aircraft), 1500 hours (Total, this make and model), 11 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N2889W
Model/Series:	B-60	Aircraft Category:	Airplane
Year of Manufacture:	1973	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	P-249
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	April 1, 2022 Annual	Certified Max Gross Wt.:	6775 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	3200 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	C91 installed, not activated	Engine Model/Series:	TIO-540/C12
Registered Owner:	On file	Rated Power:	380
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	K1F0,844 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	14:55 Local	Direction from Accident Site:	276°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	30°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.07 inches Hg	Temperature/Dew Point:	25°C / -3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Madill, OK (1F4)	Type of Flight Plan Filed:	None
Destination:	Ardmore, OK (1F0)	Type of Clearance:	None
Departure Time:	14:30 Local	Type of Airspace:	Class E

Airport Information

Airport:	Ardmore Downtown Executive Airport 1F0	Runway Surface Type:	
Airport Elevation:	844 ft msl	Runway Surface Condition:	
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:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	34.146972,-97.122667(est)

Administrative Information

Investigator In Charge (IIC):	Folkerts, Michael
Additional Participating Persons:	Adama Allmond; Flight Standards District Office; Oklahoma City, OK
Original Publish Date:	December 20, 2022
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=106153

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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](#).