



# Aviation Investigation Final Report

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

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<b>Personnel issues</b>	Aircraft control - Pilot
<b>Personnel issues</b>	Attention - Pilot
<b>Personnel issues</b>	Monitoring environment - Pilot

## Factual Information

### History of Flight

<b>Taxi</b>	Collision with terr/obj (non-CFIT) (Defining event)
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### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	75, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	BasicMed	<b>Last FAA Medical Exam:</b>	January 31, 2023
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	October 3, 2022
<b>Flight Time:</b>	(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

<b>Aircraft Make:</b>	GRUMMAN AMERICAN AVN. CORP.	<b>Registration:</b>	N9568U
<b>Model/Series:</b>	AA-5 A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1975	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	AA5A-0068
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	October 6, 2023 Annual	<b>Certified Max Gross Wt.:</b>	2200 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2123 Hrs at time of accident	<b>Engine Manufacturer:</b>	Lycoming Engines
<b>ELT:</b>	C91 installed, not activated	<b>Engine Model/Series:</b>	O-320-E2G
<b>Registered Owner:</b>	CENTEX CHEETAHS LLC	<b>Rated Power:</b>	150 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>	None	<b>Operator Designator Code:</b>	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>	KAFW,707 ft msl	<b>Distance from Accident Site:</b>	6 Nautical Miles
<b>Observation Time:</b>	07:53 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Few / 1500 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>		<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	13 knots / 22 knots	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	180°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	29.84 inches Hg	<b>Temperature/Dew Point:</b>	20°C / 17°C
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Fort Worth, TX	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Fort Worth, TX	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	HICKS AIRFIELD T67	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>	855 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>	32.930566,-97.412362(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Hodges, Michael
<b>Additional Participating Persons:</b>	Michael LePore; FAA North Texas FSDO; Irving, TX
<b>Original Publish Date:</b>	December 13, 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.ntsb.gov/Docket?ProjectID=193362">https://data.ntsb.gov/Docket?ProjectID=193362</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](#).