



Aviation Investigation Final Report

Location:	Greenfield, Indiana	Accident Number:	CEN11CA343
Date & Time:	May 13, 2011, 10:30 Local	Registration:	N10143
Aircraft:	Mooney M20J	Aircraft Damage:	Substantial
Defining Event:	Ground collision	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that he was taxiing to the ramp after landing when he heard ground controllers instruct another airplane to hold short to allow his airplane to pass. The pilot stated that he moved to the right for more clearance between the other airplane and his. The right wingtip of the airplane struck a remote communications cart that was placed at the edge of the taxiway. The accident airplane suffered substantial damage to the right wing. The outboard 2 to 3 feet of the leading edge of the right wing was crushed rearward causing damage to the wing skin, ribs, and spar. After the accident, the remote communications cart was moved farther from the edge of the taxiway.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain adequate clearance from a communications cart while taxiing.

Findings

Aircraft	Taxiing - Incorrect use/operation
Personnel issues	Monitoring environment - Pilot

Factual Information

History of Flight

Taxi	Ground collision (Defining event)
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Pilot Information

Certificate:	Private	Age:	57, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
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:	September 23, 2010
Occupational Pilot:	No	Last Flight Review or Equivalent:	September 23, 2009
Flight Time:	543 hours (Total, all aircraft), 119 hours (Total, this make and model), 15 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Mooney	Registration:	N10143
Model/Series:	M20J	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	24-1107
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	September 23, 2010 Annual	Certified Max Gross Wt.:	2740 lbs
Time Since Last Inspection:	46 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1745 Hrs as of last inspection	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO360 SER A&C
Registered Owner:	On file	Rated Power:	200 Horsepower
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:	KGEZ,803 ft msl	Distance from Accident Site:	16 Nautical Miles
Observation Time:	09:53 Local	Direction from Accident Site:	180°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.75 inches Hg	Temperature/Dew Point:	22°C / 18°C
Precipitation and Obscuration:			
Departure Point:	Rensselaer, IN (RZL)	Type of Flight Plan Filed:	None
Destination:	Greenfield, IN (MQJ)	Type of Clearance:	VFR
Departure Time:		Type of Airspace:	

Airport Information

Airport:	Indianapolis Regional Airport MQJ	Runway Surface Type:	
Airport Elevation:	862 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:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	39.843612,-85.896942

Administrative Information

Investigator In Charge (IIC):	Brannen, John
Additional Participating Persons:	Bradley Behnke; FAA-Indianapolis FSDO; Indianapolis, IN
Original Publish Date:	August 22, 2011
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=79133

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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](#).