



Aviation Investigation Final Report

Location:	Savannah, Georgia	Accident Number:	ERA12CA382
Date & Time:	May 12, 2012, 08:00 Local	Registration:	N275LE
Aircraft:	Beech B90	Aircraft Damage:	Substantial
Defining Event:	Ground collision	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Positioning		

Analysis

According to the pilot, he taxied his airplane between a parked airplane to his left and a hangar to his right. After clearing the parked airplane, he was looking left in anticipation of a turn in that direction, and the right wingtip of his airplane struck the hangar door, incurring damage to the aft right wing spar. The pilot reported no preimpact mechanical malfunctions or failures 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's failure to maintain adequate visual lookout while taxiing near a hangar, which resulted in airplane's right wingtip impacting the hangar door.

Findings

Aircraft	Taxiing - Incorrect use/operation
Personnel issues	Incomplete action - Pilot

Factual Information

History of Flight

Taxi	Ground collision (Defining event)
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Pilot Information

Certificate:	Airline transport; Commercial	Age:	56, Male
Airplane Rating(s):	Single-engine land; Multi-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 1 With waivers/limitations	Last FAA Medical Exam:	April 12, 2012
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	April 3, 2012
Flight Time:	4649 hours (Total, all aircraft), 1200 hours (Total, this make and model), 3498 hours (Pilot In Command, all aircraft), 26 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N275LE
Model/Series:	B90	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	LJ-373
Landing Gear Type:	Retractable - Tricycle	Seats:	9
Date/Type of Last Inspection:	April 12, 2012 Continuous airworthiness	Certified Max Gross Wt.:	9650 lbs
Time Since Last Inspection:		Engines:	2 Turbo prop
Airframe Total Time:	12303 Hrs at time of accident	Engine Manufacturer:	P&W CANADA
ELT:	Installed, not activated	Engine Model/Series:	PT6A-60A
Registered Owner:	Riddell Enterprises	Rated Power:	550 Horsepower
Operator:	Riddell Enterprises	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	SAV,50 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	07:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Few / 4000 ft AGL	Visibility	10 miles
Lowest Ceiling:	Overcast / 25000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	60°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.26 inches Hg	Temperature/Dew Point:	21°C / 17°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Peachtree City, GA (FFC)	Type of Flight Plan Filed:	IFR
Destination:	Savannah, GA (SAV)	Type of Clearance:	IFR
Departure Time:	07:00 Local	Type of Airspace:	

Airport Information

Airport:	Savannah/Hilton Head Internati SAV	Runway Surface Type:	
Airport Elevation:	50 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:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	32.123054,-81.334442(est)

Administrative Information

Investigator In Charge (IIC):	Cox, Paul
Additional Participating Persons:	Chuck Thompson; FAA/FSDO; Atlanta, GA
Original Publish Date:	November 7, 2012
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.nts.gov/Docket?ProjectID=83860

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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](#).