



Aviation Investigation Final Report

Location:	Dallas, Texas	Accident Number:	CEN16LA008
Date & Time:	October 12, 2015, 13:40 Local	Registration:	N55674
Aircraft:	BEECHCRAFT A36	Aircraft Damage:	Substantial
Defining Event:	Ground handling event	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that he was taxiing for takeoff when he inadvertently turned onto a vehicle service road instead of the taxiway as he was leaving the ramp area. He then looked down to review the airport diagram on his tablet. As he was reviewing the airport diagram while still taxiing, the left wing impacted a fence post. The airplane's nose then turned left, and the front of the airplane impacted a vehicle gate, which resulted in substantial damage to the left wing.

Probable Cause and Findings

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

The pilot's improper navigation onto a vehicle service road while taxiing and his subsequent distraction while looking at an airport diagram, which led to the airplane impacting a fence post.

Findings

Personnel issues	Flight planning/navigation - Pilot
Personnel issues	Use of equip/system - Pilot
Personnel issues	Monitoring environment - Pilot
Environmental issues	Fence/fence post - Contributed to outcome

Factual Information

History of Flight

Taxi	Ground handling event (Defining event)
Taxi	Collision with terr/obj (non-CFIT)

On October 12, 2015, about 1340 central standard time, a Beechcraft A36, N55674, sustained substantial damage while taxiing for takeoff at Dallas Love Field (DAL), Dallas, Texas, when the left wingtip hit a service road fence post. The pilot, the sole occupant, was not injured. The airplane was owned and operated by Frog Air LLC under the provisions of the 14 Code of Federal Regulations Part 91 as a personal flight. Visual meteorological conditions prevailed at the time of the accident, and an instrument flight plan was filed. The destination airport was the Rick Husband Amarillo International Airport (AMA), Amarillo, Texas.

Air traffic control cleared the pilot to taxi to runway 31R via Taxiway A. While leaving the ramp area and transitioning to the taxiway environment, the pilot joined a vehicle service road instead of Taxiway A. As he taxied on the service road, the airplane came to a security fence on the left side of the road. The pilot reported that he looked down to review the airport diagram on his iPad. As he was looking over the airport diagram while still taxiing, the left wing impacted a fence post, which was part of a vehicle gate. The impact turned the nose of the aircraft to the left and the front of the aircraft impacted the vehicle gate, resulting in substantial damage to the left wing.

At 1353, the surface weather at DAL was: wind variable at 4 kts; 10 miles visibility; skies clear; temperature 33 degrees C; dew point 17 degrees C; altimeter 29.78 inches of mercury.

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	62
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2	Last FAA Medical Exam:	July 1, 2015
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	2950 hours (Total, all aircraft), 1500 hours (Total, this make and model), 2537 hours (Pilot In Command, all aircraft), 75 hours (Last 90 days, all aircraft), 23 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECHCRAFT	Registration:	N55674
Model/Series:	A36	Aircraft Category:	Airplane
Year of Manufacture:	1990	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	E-2542
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	May 9, 2015 Annual	Certified Max Gross Wt.:	3651 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:		Engine Model/Series:	IO-550B
Registered Owner:	FROG AIR LLC	Rated Power:	300 Horsepower
Operator:	FROG AIR LLC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	DAL,486 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	13:53 Local	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.78 inches Hg	Temperature/Dew Point:	33°C / 17°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Dallas, TX (DAL)	Type of Flight Plan Filed:	IFR
Destination:	Amarillo, TX (AMA)	Type of Clearance:	None
Departure Time:	13:40 Local	Type of Airspace:	

Airport Information

Airport:	Dallas Love Field Airport DAL	Runway Surface Type:	Asphalt
Airport Elevation:	486 ft msl	Runway Surface Condition:	Dry
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:	32.847221,-96.851669(est)

Administrative Information

Investigator In Charge (IIC):	Silliman, James
Additional Participating Persons:	Gavin Hill; FAA North Texas FSDO; Dallas, TX
Original Publish Date:	November 30, 2015
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=92161

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](#).