



# Aviation Investigation Final Report

<b>Location:</b>	Willow, Alaska	<b>Accident Number:</b>	GAA18CA087
<b>Date &amp; Time:</b>	December 18, 2017, 11:20 Local	<b>Registration:</b>	N61SR
<b>Aircraft:</b>	Maule MX7	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Ground collision	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The airplane pilot reported that, while taxiing from the runway to his tie-down space, he was taxiing "into the sun." He added that, before he could react, he struck the tail of another airplane, which was stopped on the taxiway.

The pilot of the stopped airplane reported to the Federal Aviation Administration inspector that he was planning to depart and had stopped on the taxiway to put on his seat belt when his airplane was struck from behind.

The taxiing airplane sustained substantial damage to the right wing lift strut; the stopped airplane sustained substantial damage to the empennage.

Both pilots reported that there were no preaccident mechanical failures or malfunctions with their airplanes 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 other pilot's failure to see and avoid another airplane parked on the taxiway while taxiing in sun glare conditions.

## Findings

<b>Personnel issues</b>	Monitoring other aircraft - Pilot of other aircraft
<b>Environmental issues</b>	Aircraft - Effect on operation
<b>Environmental issues</b>	Glare - Effect on personnel

## Factual Information

### History of Flight

Taxi-to runway	Ground collision (Defining event)
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### Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	62, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	May 1, 2017
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:			

### Aircraft and Owner/Operator Information

Aircraft Make:	Maule	Registration:	N61SR
Model/Series:	MX7 180A	Aircraft Category:	Airplane
Year of Manufacture:	1994	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	20016C
Landing Gear Type:	Tailwheel; Ski	Seats:	4
Date/Type of Last Inspection:	October 24, 2017 Annual	Certified Max Gross Wt.:	2400 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3800 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	C91 installed, not activated	Engine Model/Series:	O-360-C4F
Registered Owner:	On file	Rated Power:	180 Horsepower
Operator:	On file	Operating Certificate(s) Held:	On-demand air taxi (135)

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	PAWS,354 ft msl	<b>Distance from Accident Site:</b>	18 Nautical Miles
<b>Observation Time:</b>	19:56 Local	<b>Direction from Accident Site:</b>	126°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/ None
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/ N/A
<b>Altimeter Setting:</b>	30.14 inches Hg	<b>Temperature/Dew Point:</b>	-9°C / -11°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Willow, AK (UUO )	<b>Type of Flight Plan Filed:</b>	Unknown
<b>Destination:</b>		<b>Type of Clearance:</b>	Unknown
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	WILLOW UUO	<b>Runway Surface Type:</b>	Snow
<b>Airport Elevation:</b>	215 ft msl	<b>Runway Surface Condition:</b>	Snow
<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>		<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>	61.751945,-150.053054(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Benhoff, Kathryn
<b>Additional Participating Persons:</b>	Paula Huckleberry; FAA; Anchorage, AK
<b>Original Publish Date:</b>	March 27, 2018
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=96501">https://data.nts.gov/Docket?ProjectID=96501</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](#).



# Aviation Investigation Final Report

<b>Location:</b>	Willow, Alaska	<b>Accident Number:</b>	GAA18CA087
<b>Date &amp; Time:</b>	December 18, 2017, 11:20 Local	<b>Registration:</b>	N1562A
<b>Aircraft:</b>	Piper PA 20	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Ground collision	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The airplane pilot reported that, while taxiing from the runway to his tie-down space, he was taxiing "into the sun." He added that, before he could react, he struck the tail of another airplane, which was stopped on the taxiway.

The pilot of the stopped airplane reported to the Federal Aviation Administration inspector that he was planning to depart and had stopped on the taxiway to put on his seat belt when his airplane was struck from behind.

The taxiing airplane sustained substantial damage to the right wing lift strut; the stopped airplane sustained substantial damage to the empennage.

Both pilots reported that there were no preaccident mechanical failures or malfunctions with their airplanes 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 see and avoid another airplane stopped on the taxiway while taxiing in sun glare conditions.

## Findings

<b>Personnel issues</b>	Monitoring other aircraft - Pilot
<b>Environmental issues</b>	Aircraft - Effect on operation
<b>Environmental issues</b>	Glare - Effect on personnel

## Factual Information

### History of Flight

Taxi-from runway	Ground collision
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### Pilot Information

Certificate:	Private	Age:	56,Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
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:	May 17, 2016
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 16, 2017
Flight Time:	(Estimated) 719.2 hours (Total, all aircraft), 356.2 hours (Total, this make and model), 615.7 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft), 1.5 hours (Last 30 days, all aircraft), 0.4 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N1562A
Model/Series:	PA 20 150	Aircraft Category:	Airplane
Year of Manufacture:	1954	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	20-768
Landing Gear Type:	Tailwheel; Ski	Seats:	2
Date/Type of Last Inspection:	December 2, 2017 Annual	Certified Max Gross Wt.:	1950 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3326.33 Hrs as of last inspection	Engine Manufacturer:	LYCOMING
ELT:	C91 installed, not activated	Engine Model/Series:	O-320-A2B
Registered Owner:	On file	Rated Power:	150 Horsepower
Operator:	On file	Operating Certificate(s) Held:	



## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	PAWS,354 ft msl	<b>Distance from Accident Site:</b>	18 Nautical Miles
<b>Observation Time:</b>	19:56 Local	<b>Direction from Accident Site:</b>	126°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/ None
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/ N/A
<b>Altimeter Setting:</b>	30.14 inches Hg	<b>Temperature/Dew Point:</b>	-9°C / -11°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Trail Lake, AK	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Willow, AK (UUO )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	WILLOW UUO	<b>Runway Surface Type:</b>	Snow
<b>Airport Elevation:</b>	215 ft msl	<b>Runway Surface Condition:</b>	Snow
<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>		<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>	61.751945,-150.053054(est)

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