



Aviation Investigation Final Report

Location:	Chandler, Arizona	Accident Number:	GAA18CA275
Date & Time:	May 11, 2018, 08:00 Local	Registration:	N481B
Aircraft:	AEROPRO CZ S R O A240	Aircraft Damage:	Substantial
Defining Event:	Ground collision	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

According to the pilot in the low-wing airplane, he was cleared by ground control to taxi to runway 22R via "Alpha and November." Taxiway Alpha runs parallel to runway 22R. The pilot approached taxiway Alpha via taxiway Mike, and before entering the intersection of taxiways Alpha and Mike, he "looked in all directions for aircraft" and then proceeded to turn left onto taxiway Alpha without stopping. His airplane's right wing collided with the left side of another airplane already taxiing via Alpha to 22R. He asserted that the other airplane was moving very fast when the collision occurred. His airplane sustained substantial damage to the right aileron.

According to the student pilot in the high-wing airplane, he received clearance from ground control to taxi to runway 22R via "Alpha and November." He recalled that he was established on Alpha and heading toward 22R with his landing lights on. He saw the low-wing airplane approaching the intersection of taxiway Alpha and Mike from the nonmovement area. He reported that the low-wing airplane turned left onto taxiway Alpha without stopping. The low-wing airplane's right wing collided with the left side of his airplane. His airplane sustained damage to the left-wing lift strut, the left-wing support struts, and the windscreen.

Both pilots reported that there were no preaccident mechanical malfunctions or failures 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 stop and yield to the airplane taxiing on the taxiway, which resulted in a ground collision.

Findings

Personnel issues	Task monitoring/vigilance - Pilot of other aircraft
Environmental issues	Aircraft - Effect on operation

Factual Information

History of Flight

Taxi	Miscellaneous/other
Taxi	Ground collision (Defining event)

Pilot Information

Certificate:	Student	Age:	62, Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Sport pilot With waivers/limitations	Last FAA Medical Exam:	June 15, 2017
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 45 hours (Total, all aircraft), 45 hours (Total, this make and model), 24 hours (Pilot In Command, all aircraft), 26 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	AEROPRO CZ S R O	Registration:	N481B
Model/Series:	A240	Aircraft Category:	Airplane
Year of Manufacture:	2016	Amateur Built:	
Airworthiness Certificate:	Special light-sport (Special)	Serial Number:	47816
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	June 15, 2015 Annual	Certified Max Gross Wt.:	1235 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	232 Hrs at time of accident	Engine Manufacturer:	ROTAX
ELT:	Installed, not activated	Engine Model/Series:	912ULS
Registered Owner:	On file	Rated Power:	100 Horsepower
Operator:	On file	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KCHD,1243 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	14:47 Local	Direction from Accident Site:	264°
Lowest Cloud Condition:	Scattered / 15000 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	29.76 inches Hg	Temperature/Dew Point:	28°C / 0°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Chandler, AZ (CHD)	Type of Flight Plan Filed:	None
Destination:	Chandler, AZ (CHD)	Type of Clearance:	VFR
Departure Time:	08:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	CHANDLER MUNI CHD	Runway Surface Type:	Asphalt
Airport Elevation:	1243 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:	33.269165,-111.811111(est)

Administrative Information

Investigator In Charge (IIC): Hicks, Michael

Additional Participating Persons: Yasmin Duran; FAA; Scottsdale, AZ

Original Publish Date: March 18, 2019

Last Revision Date:

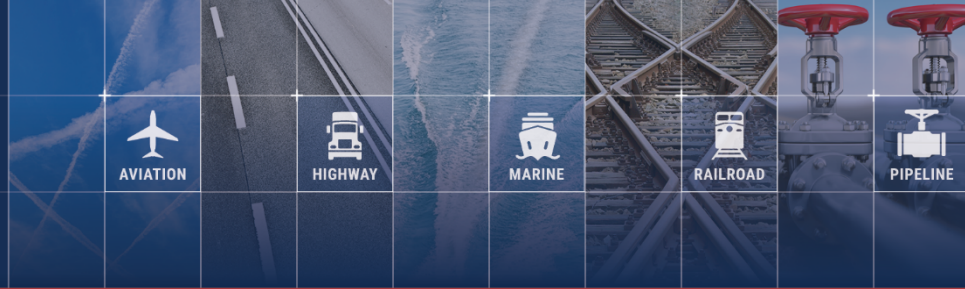
Investigation Class: [Class](#)

Note: This accident report documents the factual circumstances of this accident as described to the NTSB.

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=97238>

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

Location:	Chandler, Arizona	Accident Number:	GAA18CA275
Date & Time:	May 11, 2018, 08:00 Local	Registration:	N4121T
Aircraft:	Piper PA 28	Aircraft Damage:	Substantial
Defining Event:	Ground collision	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

According to the pilot in the low-wing airplane, he was cleared by ground control to taxi to runway 22R via "Alpha and November." Taxiway Alpha runs parallel to runway 22R. The pilot approached taxiway Alpha via taxiway Mike, and before entering the intersection of taxiways Alpha and Mike, he "looked in all directions for aircraft" and then proceeded to turn left onto taxiway Alpha without stopping. His airplane's right wing collided with the left side of another airplane already taxiing via Alpha to 22R. He asserted that the other airplane was moving very fast when the collision occurred. His airplane sustained substantial damage to the right aileron.

According to the student pilot in the high-wing airplane, he received clearance from ground control to taxi to runway 22R via "Alpha and November." He recalled that he was established on Alpha and heading toward 22R with his landing lights on. He saw the low-wing airplane approaching the intersection of taxiway Alpha and Mike from the nonmovement area. He reported that the low-wing airplane turned left onto taxiway Alpha without stopping. The low-wing airplane's right wing collided with the left side of his airplane. His airplane sustained damage to the left-wing lift strut, the left-wing support struts, and the windscreen.

Both pilots reported that there were no preaccident mechanical malfunctions or failures 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 stop and yield to the airplane taxiing on the taxiway, which resulted in a ground collision.

Findings

Personnel issues	Task monitoring/vigilance - Pilot
Environmental issues	Aircraft - Effect on operation

Factual Information

History of Flight

Taxi	Miscellaneous/other
Taxi	Ground collision

Pilot Information

Certificate:	Private	Age:	46, Male
Airplane Rating(s):	Single-engine land	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 Without waivers/limitations	Last FAA Medical Exam:	February 10, 2017
Occupational Pilot:	No	Last Flight Review or Equivalent:	April 13, 2017
Flight Time:	(Estimated) 68 hours (Total, all aircraft), 14 hours (Total, this make and model), 27 hours (Pilot In Command, all aircraft), 14 hours (Last 90 days, all aircraft), 14 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N4121T
Model/Series:	PA 28 161	Aircraft Category:	Airplane
Year of Manufacture:	1996	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	2842017
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	March 14, 2018 100 hour	Certified Max Gross Wt.:	2440 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	14672 Hrs at time of accident	Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	O-320-D3G
Registered Owner:	CHANDLER AIR SERVICE INC.	Rated Power:	160 Horsepower
Operator:	CHANDLER AIR SERVICE INC.	Operating Certificate(s) Held:	Pilot school (141)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KCHD, 1243 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	14:47 Local	Direction from Accident Site:	264°
Lowest Cloud Condition:	Scattered / 15000 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	29.76 inches Hg	Temperature/Dew Point:	28°C / 0°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Chandler, AZ (CHD)	Type of Flight Plan Filed:	None
Destination:	Eloy, AZ (E60)	Type of Clearance:	None
Departure Time:	08:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	CHANDLER MUNI CHD	Runway Surface Type:	Asphalt
Airport Elevation:	1243 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:	33.269165,-111.811111(est)

Administrative Information

Investigator In Charge (IIC): Hicks, Michael

Additional Participating Persons: Yasmin Duran; FAA; Scottsdale, AZ

Original Publish Date: March 18, 2019

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=97238>

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](#).