

SAFETY GRAM 4.0

MAY 2018





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Case:

Reference NTSB Aviation Accident Factual Report (4 Pages)

Questions (No right or wrong):

- What's your technique for clearing while taxiing?
- What speed do you taxi at?
- What does AFI 34-117 say about taxi speeds?
- What does AFI 34-117 say about taxi clearance?
- If you taxi and strike another aircraft, what would you do?
- Does your Aero Club have procedures in place for a taxi incident?

Discussion:

Aero Club members, we've all heard of the six P's "Proper planning, prevents piss poor performance". A good flight starts well before you even show to fly. Please ensure you are properly rested and ready to go. Part of being ready is to have a plan, especially when taxiing. Be sure to clear the area and taxi at a safe speed, not to exceed a slow walk. And if you hit another aircraft, do the right thing, fess up and report it! Stay vigilant team!

CONTINUE TO FLY SAFE!



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National Transportation Safety Board Aviation Accident Final Report

Location:	Baltimore, MD	Accident Number:	GAA17CA205
Date & Time:	03/24/2017, 1030 EDT	Registration:	N13499
Aircraft:	CESSNA 172	Aircraft Damage:	Substantial
Defining Event:	Ground collision	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Analysis

The solo student pilot reported that, as she taxied into the run-up area, the right wing impacted a parked airplane. The airplane continued and then impacted two other airplanes in the run-up area.

The airplane sustained substantial damage to both wings.

The student pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane 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 student pilot's failure to maintain clearance from other airplanes in the run-up area.

Findings

Personnel issues	Monitoring environment - Student pilot (Cause)
Environmental issues	Aircraft - Effect on operation (Cause)

Factual Information

History of Flight

Taxi	Ground collision (Defining event)
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Student Pilot Information

Certificate:	Student	Age:	23, Female
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 With Waivers/Limitations	Last FAA Medical Exam:	09/07/2016
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 43.5 hours (Total, all aircraft), 43.5 hours (Total, this make and model), 9.2 hours (Pilot In Command, all aircraft), 14.6 hours (Last 90 days, all aircraft), 4.4 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	CESSNA	Registration:	N13499
Model/Series:	172 M	Aircraft Category:	Airplane
Year of Manufacture:	1973	Amateur Built:	No
Airworthiness Certificate:	Normal; Utility	Serial Number:	17262796
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	02/10/2017, 100 Hour	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3927.9 Hours at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-360-A4M
Registered Owner:	MIDDLE RIVER AVIATION LLC	Rated Power:	180 hp
Operator:	MIDDLE RIVER AVIATION LLC	Operating Certificate(s) Held:	Pilot School (141)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KMTN, 21 ft msl	Observation Time:	1455 UTC
Distance from Accident Site:	0 Nautical Miles	Direction from Accident Site:	342°
Lowest Cloud Condition:		Temperature/Dew Point:	8° C / -1° C
Lowest Ceiling:	Overcast / 9000 ft agl	Visibility	10 Miles
Wind Speed/Gusts, Direction:	10 knots, 190°	Visibility (RVR):	
Altimeter Setting:	30.44 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Baltimore, MD (MTN)	Type of Flight Plan Filed:	None
Destination:	Baltimore, MD (MTN)	Type of Clearance:	VFR
Departure Time:	1045 EDT	Type of Airspace:	Class D

Airport Information

Airport:	Martin State Airport (MTN)	Runway Surface Type:	Asphalt
Airport Elevation:	215 ft	Runway Surface Condition:	Dry
Runway Used:	N/A	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	39.325556, -76.413889 (est)

Administrative Information

Investigator In Charge (IIC):	Jackie L Vanover	Adopted Date:	09/07/2017
Additional Participating Persons:	George C Towers; FAA; Glen Burnie, MD		
Publish Date:	09/07/2017		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=94915		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.