



National Transportation Safety Board Aviation Accident Final Report

Location:	Naples, FL	Accident Number:	MIA01LA054
Date & Time:	01/02/2001, 1400 EST	Registration:	N45CF
Aircraft:	Beech 200	Aircraft Damage:	Substantial
Defining Event:		Injuries:	7 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

The airplane was parked by an unknown person from Naples Airport Authority after landing several days earlier and according to personnel from the Naples Airport Authority, remained in the same position that it had been parked from then to the arrival of the pilot to depart on the accident date. The pilot stated that personnel from Naples Airport Authority were busy and unable to take several passengers to the airplane from the fixed base operator (FBO). During the preflight, he noted the light pole was just behind the outboard side of the right wing. He obtained his IFR clearance and was cleared to taxi. He began to taxi without a marshaller and with a row of airplanes ahead of his location, he initiated an immediate left turn to maintain right wingtip clearance with parked airplanes. During the turn, the right horizontal stabilizer contacted the light pole. Individuals nearby who witnessed the collision ran near the airplane and got the pilots attention who then secured the airplane. According to a Federal Aviation Administration airworthiness inspector who examined the airplane, the leading edge of the right horizontal stabilizer and the forward and aft spars of the vertical stabilizer were damaged. Examination of the area where the airplane had been parked revealed double concentric circles pole painted on the ramp centered on the light pole; the outer circle had a radius of approximately 32 feet. Radial lines were painted on the ramp from the base of the light pole to the inner circle line. A north/south oriented taxiway line west of where the airplane had been parked was blacked out; no leadout line was noted from the spot where the airplane had been parked forward to the blacked out taxiway line.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The failure of the pilot to obtain assistance from the FBO in the form of a marshaller and failure of the pilot to maintain clearance resulting in the on-ground collision with the light pole.

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAXI - TO TAKEOFF

Findings

1. (C) PROPER ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND
2. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

On January 02, 2001, about 1400 eastern standard time, a Beech 200, N45CF, registered to Gray Aircraft Accessories, Inc., collided with a light pole while taxiing on the ramp to takeoff at the Naples Municipal Airport, Naples, Florida. Visual meteorological conditions prevailed at the time and an instrument flight rules (IFR) flight plan was filed for the 14 CFR Part 91 personal flight. The airplane was substantially damaged and the private-rated pilot and six passengers were not injured. The flight was originating at the time of the accident.

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Pilot Information

Certificate:	Private	Age:	60, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	07/14/2000
Occupational Pilot:		Last Flight Review or Equivalent:	07/29/2000
Flight Time:	3168 hours (Total, all aircraft), 895 hours (Total, this make and model), 23 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N45CF
Model/Series:	200	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	BB-736
Landing Gear Type:	Retractable - Tricycle	Seats:	
Date/Type of Last Inspection:	01/25/2000, AAIP	Certified Max Gross Wt.:	12500 lbs
Time Since Last Inspection:	180 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	6035 Hours at time of accident	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	PT6A
Registered Owner:	Gray Aircraft Accessories, Inc.	Rated Power:	850 hp
Operator:	Laman A. Gray	Operating Certificate(s) Held:	On-demand Air Taxi (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KAPF, 9 ft msl	Distance from Accident Site:	
Observation Time:	1346 EST	Direction from Accident Site:	
Lowest Cloud Condition:	Few / 15000 ft agl	Visibility	10 Miles
Lowest Ceiling:	Broken / 25000 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	50°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.34 inches Hg	Temperature/Dew Point:	18° C / 2° C
Precipitation and Obscuration:			
Departure Point:	Naples, FL (KAPF)	Type of Flight Plan Filed:	IFR
Destination:	Louisville, KY (KLOU)	Type of Clearance:	IFR
Departure Time:	1400 EST	Type of Airspace:	Class D

Airport Information

Airport:	Naples Municipal (APF)	Runway Surface Type:	Unknown
Airport Elevation:	9 ft	Runway Surface Condition:	Unknown
Runway Used:		IFR Approach:	Unknown
Runway Length/Width:		VFR Approach/Landing:	Unknown

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	6 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	7 None	Latitude, Longitude:	26.152500, -81.775556

Administrative Information

Investigator In Charge (IIC):	Timothy W Monville	Report Date:	07/30/2001
Additional Participating Persons:	Robert D Hardwick; FAA Flight Standards District Office; Miami, FL		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).