



National Transportation Safety Board Aviation Accident Final Report

Location:	Van Nuys, CA	Accident Number:	WPR15LA154A
Date & Time:	04/24/2015, 1200 PDT	Registration:	N309EF
Aircraft:	DIAMOND AIRCRAFT IND INC DA 20 C1	Aircraft Damage:	Minor
Defining Event:	Ground collision	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

A Cessna 150M and a Diamond DA20 collided on the ground during taxi operations. The student pilot of the Diamond received clearance from the ground controller to taxi to the run-up area for runway 16R via taxiway A1. The Diamond student reported that he stopped and looked in both directions before slowly proceeding left onto taxiway A (not A1 as instructed), at which point he observed the Cessna moving to his left around a jet on taxiway A and approaching his position. The Diamond student stopped to see what the Cessna pilot was going to do, and his airplane was then struck by the Cessna.

The Cessna pilot reported that, while taxiing on taxiway A as he approached A1, he observed an airplane at his 10-o'clock position, which appeared to be entering his path. The Cessna pilot applied the brakes but was unable to avoid striking the Diamond. The Diamond sustained damage to both propeller blades, and the Cessna sustained substantial damage to the leading edge of the left wing.

A review of airport surveillance video showed the Cessna taxiing on taxiway A and converging with the Diamond before the collision. The surveillance video and on-site documentation of the area did not reveal any obstructions that would have prevented the pilots from seeing and avoiding the other airplane before the collision.

Review of radio transmissions revealed that both pilots received and acknowledged clearance instructions from ground control; however, neither pilot was given information about the other aircraft's position on the taxiway. Seventeen seconds before the collision occurred, the ground controller began issuing instructions to another aircraft pilot; this transmission continued as the collision occurred. It is likely that the ground controller's attention was diverted to issuing instructions to the other aircraft pilot, which led to his failure to notify the accident pilots about the presence of the other airplane on the taxiway.

Probable Cause and Findings

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

Both pilots' failure to see and avoid each other, which resulted in an on-ground collision while taxiing. Contributing to the accident was the ground controller's failure to notify either pilot about the presence of the other airplane on the taxiway.

Findings

Personnel issues	Monitoring other aircraft - Pilot (Cause)
	Monitoring other aircraft - Pilot of other aircraft (Cause)
	Lack of communication - ATC personnel (Factor)

Factual Information

On April 24, 2015, about 1200 Pacific daylight time, a Cessna 150M, N6211K, and a Diamond DA20, N309EF, sustained damage during a ground collision at Van Nuys Airport (VNY), Van Nuys, California. The Cessna sustained substantial damage and the Diamond sustained minor damage. The private pilot and pilot rated passenger of the Cessna, and the student pilot of the Diamond were not injured. Visual meteorological conditions prevailed, and no flight plan was filed for either of the local flights, which were both conducted under the provisions of Title 14 Code of Federal Regulations Part 91.

The pilot of the Cessna was cleared by ground control to taxi to runway 16 via taxiways A and C, and communication was maintained with the ground controller during the taxi. The Cessna pilot was instructed to stay to the right side of taxiway A for opposite direction traffic to which he complied. As the Cessna approached taxiway A1 the pilot noted the Diamond airplane at his 10 o'clock position entering his pathway. The Cessna pilot applied brakes; however, the two airplanes collided on taxiway A. The Cessna pilot reported that he was not advised by the ground controller of the Diamond entering taxiway A before the collision. The second pilot on board the Cessna acknowledged the clearance to taxi and stated that the airplane was taxied at an appropriate and safe speed. The second pilot did not witness the collision as he was looking out of the right window at the time.

The student pilot of the Diamond received clearance from ground control to taxi to the run-up area for runway 16R via A1. The Diamond pilot reached the end of taxiway A1, stopped and noted that there was a jet to his right on taxiway A. The Diamond pilot stated that he observed both directions before slowly proceeding left onto taxiway A when he observed a Cessna on taxiway A moving around a jet and approaching. The Diamond pilot reported that he immediately stopped in order to see what the Cessna pilot was going to do when he was struck by the Cessna.

The Diamond sustained damage to the propeller with about half of the length of each wooden propeller blade broken off. The Cessna sustained substantial damage to the leading edge of the left wing.

Review of airport surveillance video at the time of the accident showed the accident Cessna taxiing north bound on taxiway A and converging with the Diamond before the collision occurred. On site documentation did not reveal any obstructions in the area around where the collision occurred.

Review of radio transmissions revealed that both pilots received and acknowledged clearance instructions from ground control; however, neither pilot was given information about one another's position on the airport. 17 seconds before the collision occurred, the ground controller began issuing instructions to another aircraft; this transmission continued as the collision occurred between the Cessna and the Diamond.

History of Flight

Taxi	Ground collision (Defining event)
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Student Pilot Information

Certificate:	Student	Age:	52, Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With Waivers/Limitations	Last FAA Medical Exam:	02/03/2015
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	44.4 hours (Total, all aircraft), 34.9 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	DIAMOND AIRCRAFT IND INC	Registration:	N309EF
Model/Series:	DA 20 C1 C1	Aircraft Category:	Airplane
Year of Manufacture:	2004	Amateur Built:	No
Airworthiness Certificate:	Utility	Serial Number:	C0262
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:	Installed	Engine Model/Series:	IO-240
Registered Owner:	AMVAL LLC	Rated Power:	
Operator:	AMVAL LLC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	VNY, 770 ft msl	Distance from Accident Site:	
Observation Time:	1151 PDT	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 2500 ft agl	Visibility	10 Miles
Lowest Ceiling:	Broken / 3500 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.13 inches Hg	Temperature/Dew Point:	18° C / 13° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Van Nuys, CA (VNY)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	PDT	Type of Airspace:	

Airport Information

Airport:	VAN NUYS (VNY)	Runway Surface Type:	N/A
Airport Elevation:	802 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:	2 None	Aircraft Damage:	Minor
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	34.206111, -118.489722

Administrative Information

Investigator In Charge (IIC):	Dennis J Hogenson	Report Date:	11/29/2016
Additional Participating Persons:	Sean Houlihan; FAA FSDO; Van Nuys, CA		
Publish Date:	11/29/2016		
Note:	The NTSB did not travel to the scene of this accident.		
Investigation Docket:	http://dms.ntsb.gov/pubdms/search/dockList.cfm?mKey=91103		

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