



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Keystone Heights, FL	<b>Accident Number:</b>	GAA19CA585
<b>Date &amp; Time:</b>	09/09/2019, 0900 EDT	<b>Registration:</b>	N6009U
<b>Aircraft:</b>	Beech 23	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Miscellaneous/other	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The pilot reported that, after landing on runway 11, he realized runway 5/23 was being used as a taxiway so he back taxied onto runway 23. He saw another airplane taxiing toward him and made several CTAF transmissions to the pilot but received no response. Not knowing the taxiing airplane's intentions, he maneuvered his airplane to the left side of runway 5, and the left wing struck a construction sign. The airplane sustained substantial damage to the left wing and aileron. The 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 pilot's failure to maintain clearance from a construction sign during taxi operations.

## Findings

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<b>Personnel issues</b>	Monitoring environment - Pilot (Cause)
<b>Environmental issues</b>	Sign/marker - Effect on equipment (Cause)

## Factual Information

### History of Flight

Taxi	Miscellaneous/other (Defining event)
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### Pilot Information

Certificate:	Private	Age:	75, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	BasicMed With Waivers/Limitations	Last FAA Medical Exam:	09/05/2019
Occupational Pilot:	No	Last Flight Review or Equivalent:	09/05/2019
Flight Time:	(Estimated) 820.8 hours (Total, all aircraft), 518 hours (Total, this make and model), 3 hours (Last 90 days, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N6009U
Model/Series:	23 C23	Aircraft Category:	Airplane
Year of Manufacture:	1978	Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	M-2088
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	09/01/2019, Annual	Certified Max Gross Wt.:	2450 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3320 Hours as of last inspection	Engine Manufacturer:	Lycoming
ELT:	C91 installed, not activated	Engine Model/Series:	O-360
Registered Owner:	On file	Rated Power:	180 hp
Operator:	On file	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	K42J, 197 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1335 UTC	Direction from Accident Site:	303°
Lowest Cloud Condition:		Visibility	9 Miles
Lowest Ceiling:	Broken / 11000 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	30°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.03 inches Hg	Temperature/Dew Point:	24° C / 22° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Middleburg, FL (FL13)	Type of Flight Plan Filed:	None
Destination:	Keystone Heights, FL (42J)	Type of Clearance:	None
Departure Time:	0840 EDT	Type of Airspace:	Class G

## Airport Information

Airport:	Keystone Airpark (42J)	Runway Surface Type:	Asphalt
Airport Elevation:	196 ft	Runway Surface Condition:	Dry
Runway Used:	05	IFR Approach:	None
Runway Length/Width:	5046 ft / 100 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	29.844722, -82.047500 (est)

## Administrative Information

Investigator In Charge (IIC):	Michael A Hicks	Report Date:	03/17/2020
Additional Participating Persons:	Daniel Mesquita; FAA; Orlando, FL		
Publish Date:	03/17/2020		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=100394">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=100394</a>		

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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](#).