



National Transportation Safety Board Aviation Accident Factual Report

Location:	Honolulu, HI	Accident Number:	ANC20LA003A
Date & Time:	10/31/2019, 1300 HST	Registration:	N926FE
Aircraft:	Cessna 208	Aircraft Damage:	Minor
Defining Event:	Ground collision	Injuries:	1 None
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

On October 31, 2019, about 1300 Hawaii-Aleutian standard time, a Cessna 208B airplane, N926FE, and a Cessna 172, N274MM sustained damage during a ground collision at the Daniel K Inouye International Airport (HNL) Honolulu, Hawaii. The Cessna 208 sustained minor damage and the Cessna 172 sustained substantial damage. The solo commercial pilot of N926FE, and private pilot and passenger of N274MM were not injured. Day visual meteorological conditions prevailed at the time of the accident, and N926FE had filed an instrument flight rules (IFR) flight plan, and N274MM had no flight plan filed. N926FE was registered to Federal Express Corporation and operated by Corporate Air as flight 8974, an on-demand flight under the provision of Title 14 *Code of Federal Regulations* Part 135. N274MM was owned privately and operated by the pilot under the provisions of Title 14 *Code of Federal Regulations* Part 91.

The pilot of N926FE reported that, during taxi to the runway for departure, his airplane was number two on taxiway "C" Charlie holding for runway 26R. He positioned approximately 50 feet behind N274MM (the number one holding airplane for departure), the condition lever was set at low idle and the power lever was set all the way aft at idle. He then set the parking brake before diverting his attention from outside of the airplane to inside of the cockpit. While his attention was inside of the airplane, he was startled by a noise and vibration. He looked up and realized his airplane had taxied into N274MM. He then shut his airplane down, radioed the control tower to report the collision, and all occupants exited their airplanes.

The pilot of N274MM reported that, while holding for departure, his airplane was struck from behind by N926FE. He added that, there were no preaccident mechanical failures or malfunctions with N274MM that would have precluded normal operation.

As a result of the ground collision, N274MM sustained substantial damage to the left horizontal stabilizer and elevator, the vertical stabilizer and rudder, and left flap.

A postaccident examination of N926FE by a Federal Aviation Administration inspector revealed no preaccident mechanical failures or malfunctions with the airplane braking system that would have precluded normal operation.

Pilot Information

Certificate:	Commercial	Age:	68, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 With Waivers/Limitations	Last FAA Medical Exam:	02/12/2019
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	08/29/2019
Flight Time:	(Estimated) 3500 hours (Total, all aircraft), 940 hours (Total, this make and model), 1279 hours (Pilot In Command, all aircraft), 70 hours (Last 90 days, all aircraft), 32 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N926FE
Model/Series:	208 B	Aircraft Category:	Airplane
Year of Manufacture:	1987	Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	208B0026
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	09/16/2019, AAIP	Certified Max Gross Wt.:	8750 lbs
Time Since Last Inspection:		Engines:	1 Turbo Prop
Airframe Total Time:	13738.7 Hours at time of accident	Engine Manufacturer:	Pratt & Whitney
ELT:	C126 installed, not activated	Engine Model/Series:	PT6A-114A
Registered Owner:	Federal Express Corporation	Rated Power:	675 hp
Operator:	Corporate Air	Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:		Operator Designator Code:	HSYA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	PHNL, 7 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	2253 UTC	Direction from Accident Site:	342°
Lowest Cloud Condition:	Few / 2500 ft agl	Visibility	10 Miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.84 inches Hg	Temperature/Dew Point:	29° C / 21° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Honolulu, HI (HNL)	Type of Flight Plan Filed:	IFR
Destination:	Lihue, HI (LIH)	Type of Clearance:	IFR
Departure Time:	1300 HST	Type of Airspace:	Class B

Airport Information

Airport:	DANIEL K INOUE INTL (HNL)	Runway Surface Type:	N/A
Airport Elevation:	12 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:	Minor
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	21.313056, -157.925278 (est)

Administrative Information

Investigator In Charge (IIC):	Eric A Swenson
Additional Participating Persons:	Edwin Kalilikane; FAA; Honolulu, HI
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	http://dms.ntsb.gov/pubdms/search/dockList.cfm?mKey=100520