



National Transportation Safety Board Aviation Accident Final Report

Location:	Spanish Fork, UT	Accident Number:	GAA15CA215
Date & Time:	08/05/2015, 0820 MDT	Registration:	N560JF
Aircraft:	CESSNA 560XL	Aircraft Damage:	Substantial
Defining Event:	Ground collision	Injuries:	3 None
Flight Conducted Under:	Part 91: General Aviation - Executive/Corporate		

Analysis

During taxi to the runway, the Captain reported that he originally planned to back taxi on the runway, but he observed a gyroplane waiting to takeoff and decided to taxi on the closed taxiways to allow the other aircraft to depart. As the taxi progressed on the closed taxiway, the Captain reported that his First Officer stated, "Watch that left side!" When the Captain looked to his left, he observed the left wing of the airplane strike a construction vehicle that was parked next to the taxiway. After the collision, the Captain stopped the airplane and shutdown the engines on the taxiway. The Captain stated there were no mechanical malfunctions or failures with the airplane that would have precluded normal operation. The left wing sustained substantial damage.

The Captain stated that there were no barricades present on the closed taxiways, and the construction vehicle was not marked or flagged. The Captain also reported that he checked the notices to airmen (NOTAMs) during preflight and was aware of the taxiway closures at the departure airport. During postaccident interviews, an employee of the fixed based operator (FBO) stated that he moved the barricades on the closed taxiways earlier in the morning so that another airplane could depart. The airport manager stated that the taxiways were published closed and he did not provide any instructions to move the barricades.

Probable Cause and Findings

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

The Captain's decision to taxi on a closed taxiway, which resulted in a collision with a parked construction vehicle. Contributing to the accident was a ground crew employee's decision to move barricades from the closed taxiway.

Findings

Aircraft	Wing structure - Damaged/degraded
Personnel issues	Decision making/judgment - Pilot (Cause) Unnecessary action - Ground crew (Factor)

Factual Information

History of Flight

Taxi-to runway	Ground collision (Defining event)
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Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	36
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	5-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 With Waivers/Limitations	Last Medical Exam:	01/18/2015
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	09/19/2014
Flight Time:	(Estimated) 4820 hours (Total, all aircraft), 740 hours (Total, this make and model), 2995 hours (Pilot In Command, all aircraft), 36 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Co-Pilot Information

Certificate:	Commercial	Age:	37
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	5-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 2 With Waivers/Limitations	Last Medical Exam:	02/14/2014
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	09/18/2014
Flight Time:	(Estimated) 2361 hours (Total, all aircraft), 576 hours (Total, this make and model), 1150 hours (Pilot In Command, all aircraft), 45 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	CESSNA	Registration:	N560JF
Model/Series:	560XL ENCORE	Aircraft Category:	Airplane
Year of Manufacture:	2001	Amateur Built:	No
Airworthiness Certificate:	Normal; Transport	Serial Number:	5605173
Landing Gear Type:	Retractable - Tricycle	Seats:	10
Date/Type of Last Inspection:	07/11/2015, Continuous Airworthiness	Certified Max Gross Wt.:	20000 lbs
Time Since Last Inspection:		Engines:	2 Turbo Fan
Airframe Total Time:	4022 Hours	Engine Manufacturer:	Pratt & Whitney
ELT:	C126 installed, not activated	Engine Model/Series:	PW - 545 A
Registered Owner:	SNOW PEAK VENTURES LLC	Rated Power:	3804 lbs
Operator:	SNOW PEAK VENTURES LLC	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KPVU, 4497 ft msl	Observation Time:	1355 UTC
Distance from Accident Site:	5 Nautical Miles	Direction from Accident Site:	330°
Lowest Cloud Condition:	Scattered / 12000 ft agl	Temperature/Dew Point:	19° C / 8° C
Lowest Ceiling:		Visibility	15 Miles
Wind Speed/Gusts, Direction:	5 knots, 120°	Visibility (RVR):	
Altimeter Setting:	30.05 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Spanish Fork, UT (U77)	Type of Flight Plan Filed:	IFR
Destination:	ST GEORGE, UT (SGU)	Type of Clearance:	IFR
Departure Time:	0815 MDT	Type of Airspace:	Class G

Airport Information

Airport:	SPANISH FORK-SPRINGVILLE-WOODH (U77)	Runway Surface Type:	Asphalt
Airport Elevation:	4529 ft	Runway Surface Condition:	Dry
Runway Used:	12	IFR Approach:	None
Runway Length/Width:	5700 ft / 100 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	40.146667, -111.671944 (est)

Administrative Information

Investigator In Charge (IIC):	Adam M Gerhardt	Adopted Date:	10/08/2015
Additional Participating Persons:	Robert D Lesitsky; Salt Lake City FSDO (FAA); Salt Lake City, UT		
Publish Date:	01/13/2017		
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=91721		

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