



Aviation Investigation Final Report

Location:	Immokalee, Florida	Accident Number:	ERA24LA336
Date & Time:	July 28, 2024, 09:50 Local	Registration:	N734BH (A1); N8580E (A2)
Aircraft:	Cessna 172N (A1); Piper PA-28-161 (A2)	Aircraft Damage:	Substantial (A1); Substantial (A2)
Defining Event:	Ground collision	Injuries:	1 None (A1); 1 None (A2)
Flight Conducted Under:	Part 91: General aviation - Instructional (A1); Part 91: General aviation - Instructional (A2)		

Analysis

The pilot of the low-wing airplane and the student pilot of the high-wing airplane both reported stopping for a short break while on solo, instructional, cross-country flights. After engine start, the pilot of the low-wing airplane reported checking for traffic in all directions before entering the taxiway and beginning his taxi toward the departing runway. The student pilot of the high-wing airplane reported checking for traffic to the right and announcing his taxi intentions over the common traffic advisory frequency, but did not look to his left before entering the taxiway. The pilot of the low-wing airplane could not recall if he heard the advisory statement nor if he made one of his own. The student pilot of the high-wing airplane did not see the low-wing airplane already established on the taxiway and coming from the left. As the student pilot of the high-wing airplane entered the taxiway the two airplanes collided. The low-wing airplane's right wing impacted the high-wing airplane resulting in substantial damage to the low-wing and minor damage to the high-wing airplane.

The pilot of each airplane reported that there were no preimpact mechanical malfunctions or failures with either 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 student pilot's (of the high wing airplane) inadequate visual lookout, which resulted in a ground collision with another airplane while taxiing.

Findings

Personnel issues (A1)	Incomplete action - Student/instructed pilot
Personnel issues (A1)	Identification/recognition - Student/instructed pilot
Personnel issues (A2)	Incomplete action - Pilot of other aircraft
Personnel issues (A2)	Identification/recognition - Pilot of other aircraft

Factual Information

History of Flight

Taxi (A1)	Ground collision (Defining event)
Taxi (A2)	Ground collision

Student pilot Information (A1)

Certificate:	Student	Age:	27,Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	February 16, 2024
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	74.8 hours (Total, all aircraft), 74.8 hours (Total, this make and model), 8.1 hours (Pilot In Command, all aircraft), 53.8 hours (Last 90 days, all aircraft), 20.7 hours (Last 30 days, all aircraft)		

Pilot Information (A2)

Certificate:	Private	Age:	26
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	July 5, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	July 8, 2024
Flight Time:	72 hours (Total, all aircraft), 72 hours (Total, this make and model), 13 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information (A1)

Aircraft Make:	Cessna	Registration:	N734BH
Model/Series:	172N	Aircraft Category:	Airplane
Year of Manufacture:	1977	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	17268722
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	July 15, 2024 100 hour	Certified Max Gross Wt.:	2400 lbs
Time Since Last Inspection:	57 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	16026.3 Hrs	Engine Manufacturer:	LYCOMING
ELT:	C91A installed, not activated	Engine Model/Series:	O-320 D2J
Registered Owner:	MY WAY AVIATION LLC	Rated Power:	160 Horsepower
Operator:	Wayman Aviation Flight School	Operating Certificate(s) Held:	Pilot school (141)

Aircraft and Owner/Operator Information (A2)

Aircraft Make:	Piper	Registration:	N8580E
Model/Series:	PA-28-161	Aircraft Category:	Airplane
Year of Manufacture:	2015	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	2842414
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	July 26, 2024 AAIP	Certified Max Gross Wt.:	2440 lbs
Time Since Last Inspection:	13.3 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4433.3 Hrs at time of accident	Engine Manufacturer:	LYCOMING
ELT:	C126 installed, not activated	Engine Model/Series:	O-320-D3G
Registered Owner:	SKYBORNE AIRLINE ACADEMY INC	Rated Power:	160 Horsepower
Operator:	SKYBORNE AIRLINE ACADEMY INC	Operating Certificate(s) Held:	Pilot school (141)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	RSW,27 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	09:53 Local	Direction from Accident Site:	288°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.1 inches Hg	Temperature/Dew Point:	29°C / 25°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Immokalee, FL (A1); Immokalee, FL (A2)	Type of Flight Plan Filed:	VFR (A1); None (A2)
Destination:	Sebring, FL (SEF) (A1); Vero Beach, FL (VRB) (A2)	Type of Clearance:	None (A1); None (A2)
Departure Time:		Type of Airspace:	Class G (A1); Class G (A2)

Airport Information

Airport:	IMMOKALEE Regional IMM	Runway Surface Type:	
Airport Elevation:	37 ft msl	Runway Surface Condition:	Dry
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information (A1)

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	26.421915,-81.403334

Wreckage and Impact Information (A2)

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	26.421915,-81.403334

Administrative Information

Investigator In Charge (IIC):	Stratton, Lauren
Additional Participating Persons:	Forrest Dodd; FAA/FSDO; Miami, FL
Original Publish Date:	September 4, 2024
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=194837

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).