

**Nashua Airport Authority  
Incident Report**

(Please Print)

**REPORT INFORMATION**

Date: 1/23/2015

Time: Approximately 1240 hours

IR: 2015NAA001

**INCIDENT TYPE**

Type: Vehicle / Aircraft Incident

**NARRATIVE**

At approximately 1240 hours on Friday the 23<sup>th</sup> of January, 2015, I was notified by the ASH ATCT controller Mark Masse that he believed there has been an incident between an aircraft and a fence truck on the Inner Taxilane.

I proceeded to the scene which was adjacent to Hangar 97 on the Inner Taxilane and observed a blue Fences Unlimited Truck (NH Lic. [REDACTED]) parked facing south on the west side of the Inner Taxilane. There was a Cessna Skyhawk (N35560) parked with the fuselage perpendicular to the truck and damage on the end of the port side wing as well as a curled prop tip. Damage to the truck was a cracked windshield and a slashed aluminum rear bumper.

I spoke to the driver of the truck, a Mr. Raymond P. Allard of [REDACTED] Dracut MA 01826. Mr. Perron indicated he and an associate were parked in their truck on the taxilane for approximately 25 minutes having lunch when the truck was struck on the driver's side windshield by the aircraft's port side wing. Upon impact, the aircraft then spun to its left and the propeller made contact with the rear of the truck causing damage to the rear aluminum bumper of the truck and the prop. When asked why the driver was parked there for lunch, he indicated it was a shady spot out of the sun.

I informed the PIC that I was the airport manager and asked for her contact information. The pilot of the aircraft was Ms. Anh Ho [REDACTED] with an address of [REDACTED] Bedford, NH. Ms. Ho indicated she didn't see the truck parked there.

Also on scene was Mr. Ronald Emond of Air Direct Airways, a charter and maintenance operation on the field. Mr. Emond is the aircraft owner and was with his associate Doug Gale.

I called Ms. Rita Hunt of NHDOT in order to receive permission to move the aircraft. Ms. Hunt said she would notify the FAA and get back to me with permission to move the aircraft.

In the interim, Mr. Bob Byrd of Nashua Jet Aviation arrived on scene with a tug to relocate the aircraft. I told Mr. Byrd to wait until we have permission from the Flight Standards District Office (FSDO) to tow the damaged aircraft.

While waiting for a return phone call from Ms. Hunt, I received a call from Mr. Brian Beane, the ATCT Manager who told me that since the incident occurred off the movement area, the ATCT had no jurisdiction. Mr. Beane recommended I call Portland FSDO which I did.

I spoke with the FSDO agent on duty Mr. Mark (unknown last name). After a couple of questions and an assurance that I had taken pictures of the scene, Mr. Mark gave permission to move the aircraft.

I received a call from FAA Burlington who was conferenced in Portland FSDO and Ms. Hunt of NHDOT. Also after a couple of questions, I was again given permission to relocate the aircraft which was towed away at approximately 1330 hours.

Skies at the time of the incident were clear and there was no precipitation and the taxilane was clean and dry.

A subsequent conversation with Mr. Gale of Air Direct Airways revealed that Ms. Anh was a student pilot of Air Direct Airways and had just returned from her first long cross country.

NFAT. Pictures attached.

Use Narrative Supplement for continuation of the Narrative.

**OTHER INFORMATION**

Operations Agent:

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