



# Aviation Investigation Final Report

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<b>Location:</b>	CHEYENNE, Wyoming	<b>Accident Number:</b>	DEN84LA257
<b>Date &amp; Time:</b>	August 19, 1984, 11:55 Local	<b>Registration:</b>	N43DR
<b>Aircraft:</b>	PIPER PA-38	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

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## Analysis

FOLLOWING AN UNEVENTFUL SOLO FLIGHT THE STUDENT PLT BEGAN TO FOLLOW A PARKING VEHICLE TO A PARKING SPOT. THE SPOT THAT THE PARKING VEHICLE DRIVER SELECTED NECESSITATED THAT THE ACFT EXECUTE A 180 DEG TURN JUST PRIOR TO STOPPING. DURING THIS TURN THE RIGHT WING OF THE ACFT STRUCK A CONSTRUCTION FENCE POST ADJACENT TO THE PARKING SPOT EVEN THOUGH THE PLT STATED THAT HE WAS EXACTLY CENTERED ON THE YELLOW TAXIWAY STRIPE. DURING THE ACCIDENT THE LINEMAN MADE NO INDICATION THAT THE WINGTIP WAS GETTING CLOSE TO THE FENCE. ACCORDING TO MEASUREMENTS TAKEN AFTER THE ACCIDENT, IF THE NOSEWHEEL TRACKED EXACTLY ON THE YELLOW CENTERLINE THE RIGHT WINGTIP WOULD HAVE CLEARED THE FENCE POST BY 6 INCHES. ANOTHER LINEMAN NOT INVOLVED IN THIS MISHAP STATED THAT 'HE WAS WONDERING WHEN SOMETHING LIKE THIS WAS GOING TO HAPPEN BECAUSE THERE WAS NOT ENOUGH CLEARANCE FROM THE FENCE TO THE TAXIWAY STRIP FOR AN AIRCRAFT TO GET BY.' HE MADE THIS STATEMENT AFTER THE ACCIDENT.

## Probable Cause and Findings

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

## Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: TAXI - FROM LANDING

### Findings

1. OBJECT - FENCE
2. (F) VISUAL LOOKOUT - INATTENTIVE - PILOT IN COMMAND
3. (F) LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
4. (C) AIRPORT FACILITIES,RAMP FACILITIES - CONGESTED
5. (C) AIRPORT OPERATIONS - IMPROPER - AIRPORT PERSONNEL
6. (C) COMPLACENCY - AIRPORT PERSONNEL
7. (C) FACILITY INADEQUATE - AIRPORT PERSONNEL

## Factual Information

### Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	41, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	August 25, 1983
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	81 hours (Total, all aircraft), 31 hours (Pilot In Command, all aircraft), 19 hours (Last 90 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N43DR
<b>Model/Series:</b>	PA-38 PA-38	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	38-82A0016
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	July 19, 1984 100 hour	<b>Certified Max Gross Wt.:</b>	1650 lbs
<b>Time Since Last Inspection:</b>	29 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	773 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-235-L2C
<b>Registered Owner:</b>	SKY HARBOR AIR SERVICE, INC.	<b>Rated Power:</b>	110 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	60 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	10 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	130°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	23°C / 14°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	
<b>Departure Time:</b>	00:00 Local	<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>	CHEYENNE MUNICIPAL CYS	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	41.140247,-104.789527(est)

## Administrative Information

**Investigator In Charge (IIC):**      Winningham, Fred

**Additional Participating  
Persons:**

**Original Publish Date:**

**Last Revision Date:**

**Investigation Class:**            [Class](#)

**Note:**

**Investigation Docket:**          <https://data.nts.gov/Docket?ProjectID=16460>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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