



Aviation Investigation Final Report

Location:	PUNTA GORDA, Florida	Accident Number:	MIA93LA074
Date & Time:	February 19, 1993, 21:10 Local	Registration:	N5394M
Aircraft:	CESSNA 152	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PRIVATE PILOT WAS TAXIING FOR PARKING ON THE RAMP AT NIGHT WITH A LINEMAN AS A GROUND GUIDE. THE PILOT OBSERVED A LIGHT POLE TO HIS LEFT, BUT CONTINUED TAXIING THE AIRPLANE FORWARD WITH THE LINEMAN LOCATED TO HIS RIGHT. THE LEFT WING OF THE AIRPLANE COLLIDED WITH THE LIGHT POLE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT-IN-COMMAND'S FAILURE TO MAINTAIN A VISUAL LOOKOUT WHILE TAXIING INTO THE PARKING AREA, RESULTING IN AN ON-GROUND COLLISION WITH A LIGHT POLE.

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAXI

Findings

1. (C) VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
2. OBJECT - POLE

Factual Information

Pilot Information

Certificate:	Private	Age:	20, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	August 7, 1992
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	83 hours (Total, all aircraft), 83 hours (Total, this make and model), 13 hours (Pilot In Command, all aircraft), 83 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N5394M
Model/Series:	152 152	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	15284578
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	February 4, 1993 Annual	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:	15 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4750 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-235-L2C
Registered Owner:	COMAIR AVIATION ACADEMY	Rated Power:	110 Horsepower
Operator:	COMAIR AVIATION ACADEMY, INC.	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night/dark
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	10°C / 4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	SANFORD , FL (SFB)	Type of Flight Plan Filed:	VFR
Destination:		Type of Clearance:	None
Departure Time:	19:30 Local	Type of Airspace:	

Airport Information

Airport:	CHARLOTTE COUNTY PGD	Runway Surface Type:	Asphalt
Airport Elevation:	25 ft msl	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	26.90979,-81.770629(est)

Administrative Information

Investigator In Charge (IIC):	Smith, Carrol
Additional Participating Persons:	DALE E NODORFT; ORLANDO , FL
Original Publish Date:	February 10, 1994
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=33231

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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](#).