



# Aviation Investigation Final Report

<b>Location:</b>	Seattle, Washington	<b>Accident Number:</b>	SEA04LA195
<b>Date &amp; Time:</b>	September 20, 2004, 15:35 Local	<b>Registration:</b>	N43779
<b>Aircraft:</b>	Piper PA-28-181	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

Not familiar with the area where his airplane was parked, the pilot reviewed the airport diagram and taxiways. Still unfamiliar with the taxiway entrances, he elected to maneuver through the parking area and then request access to the taxiway. As he taxied toward the taxiway entrance, and noticing another airplane parked close to his taxi path, he braked to avoid the airplane. As a result of applying too much left brake, the outboard section of the airplane's left wing sustained structural damage after impacting the parked airplane.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The failure of the pilot to maintain clearance with the parked airplane while taxiing. A factor contributing to the accident was the pilot's inadequate preflight planning.



## Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: TAXI - TO TAKEOFF

### Findings

1. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
2. OBJECT - AIRCRAFT PARKED/STANDING
3. (F) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND



## Factual Information

On September 20, 2004, at 1535 Pacific daylight time, a Piper PA-28-181, N43779, sustained substantial damage while taxiing for takeoff at the Boeing Field/King County International Airport (BFI), Seattle, Washington. The airplane is registered to Wings Aircraft LLC of Snohomish, Washington, and operated by Puget Sound Aviators of Seattle, Washington. The private pilot, sole occupant of the airplane, was not injured. Visual meteorological conditions prevailed for the planned personal flight, which was to be operated in accordance with 14 CFR Part 91, and a flight plan was not filed. The flight was originating at the time of the accident.

According to the Pilot/Operator Aircraft Accident Report (NTSB form 6120.1/2), the pilot reported that he was not familiar with the area where his airplane was parked. After reviewing the airport diagram and taxiways, he noted that taxiway Bravo 8 (B8) at BFI was a marked entrance to the taxiway [taxiway B]. The pilot stated that as he was unfamiliar with other taxiway entrances (unmarked entrances), he chose to maneuver through the parking area to request entrance to [the] taxiway [at] B8. The pilot further stated that he turned left out of his parking area and proceeded north toward B8, but "...noted another aircraft parked close to my left leading edge." The pilot reported that as he approached to pass the other airplane he applied braking, being concerned that he had misjudged his clearance. The pilot stated, "In doing so I applied too much left brake, striking my left wing's leading edge with the parked aircraft."

A post accident examination revealed that the outboard section of the left wing had sustained structural damage.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	55, 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 11, 2004
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	April 24, 2003
<b>Flight Time:</b>	718 hours (Total, all aircraft), 23 hours (Total, this make and model), 632 hours (Pilot In Command, all aircraft), 8 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft)		



## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N43779
<b>Model/Series:</b>	PA-28-181	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	28-7890014
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	September 15, 2004 Annual	<b>Certified Max Gross Wt.:</b>	2500 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3950.5 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>		<b>Engine Model/Series:</b>	O-360-A4M
<b>Registered Owner:</b>	Wings Aircraft LLC	<b>Rated Power:</b>	180 Horsepower
<b>Operator:</b>	Puget Sound Aviators	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	BFI, 18 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	15:53 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Scattered / 5482 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Broken / 14982 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	7 knots / None	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	170°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.21 inches Hg	<b>Temperature/Dew Point:</b>	18°C / 8°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Seattle, WA (BFI )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Seattle, WA (BFI )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	15:30 Local	<b>Type of Airspace:</b>	Unknown



## Airport Information

<b>Airport:</b>	Boeing Field/King County Int. BFI	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>	18 ft msl	<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>		<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	None

## 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>	47.531944,-122.305557



## Administrative Information

Investigator In Charge (IIC):	Little, Thomas
Additional Participating Persons:	Bruce Kitelinger; Federal Aviation Administration; Renton, WA
Original Publish Date:	February 24, 2005
Last Revision Date:	
Investigation Class:	<a href="#">Class</a>
Note:	
Investigation Docket:	<a href="https://data.nts.gov/Docket?ProjectID=60261">https://data.nts.gov/Docket?ProjectID=60261</a>

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