



Aviation Investigation Final Report

Location:	Toledo, Washington	Accident Number:	WPR09CA473
Date & Time:	September 27, 2009, 13:30 Local	Registration:	N445BB
Aircraft:	AVIAT AIRCRAFT INC A-1B	Aircraft Damage:	Substantial
Defining Event:	Ground collision	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that he landed at a private airstrip and his friend was landing behind him. He taxied from the runway and was moving to the side of the airstrip while looking out the window as his friend landed. During the taxi, the left wing impacted a tree which turned the airplane and resulted in damage to the right wing and right horizontal stabilizer. The pilot stated that no mechanical failures occurred prior to the accident.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain clearance from a tree while taxiing. Contributing to the accident was the pilot's distracted attention.

Findings

Environmental issues	Tree(s) - Response/compensation
Personnel issues	Monitoring environment - Pilot
Personnel issues	Attention - Pilot

Factual Information

History of Flight

Taxi	Ground collision (Defining event)
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Pilot Information

Certificate:	Private	Age:	57, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Front
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 3 With waivers/limitations	Last FAA Medical Exam:	October 1, 2008
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	709 hours (Total, all aircraft), 369 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	AVIAT AIRCRAFT INC	Registration:	N445BB
Model/Series:	A-1B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	2314
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	IO-360 A&C
Registered Owner:	On file	Rated Power:	200 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	CLS,176 ft msl	Distance from Accident Site:	13 Nautical Miles
Observation Time:	13:30 Local	Direction from Accident Site:	300°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	10°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.09 inches Hg	Temperature/Dew Point:	19°C / 8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Toldeo, WA (TDO)	Type of Flight Plan Filed:	None
Destination:	Toledo, WA (WN05)	Type of Clearance:	None
Departure Time:	13:25 Local	Type of Airspace:	

Airport Information

Airport:	Harris Airport WN05	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	

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:	46.51472,-122.791946(est)

Administrative Information

Investigator In Charge (IIC):	Dunks, Kristi
Additional Participating Persons:	Brian Wilson; Federal Aviation Administration; Seattle, WA
Original Publish Date:	December 15, 2009
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=74826

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.

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](#).