



# Aviation Investigation Final Report

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<b>Location:</b>	Tucson, Arizona	<b>Accident Number:</b>	WPR11LA044
<b>Date &amp; Time:</b>	November 10, 2010, 16:57 Local	<b>Registration:</b>	N628R
<b>Aircraft:</b>	Piper PA30	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Collision with terr/obj (non-CFIT)	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

The pilot reported that he had a headache before the flight, that his thinking had been impaired all day, and that he was having trouble with his left-side motor skills. He flew a cross-country flight in order to accomplish a check ride, but during the oral examination his headache persisted so he canceled the remainder of the oral exam and the scheduled check ride. The pilot flew to his home base, and after landing he could not slow the airplane before reaching his intended taxiway, so he continued to the next taxiway. The airplane did not stop or turn when crossing the second taxiway and continued forward until it struck a light post with the right wing tip tank. Fuel began escaping as the airplane continued forward into a building's plate glass window. The pilot estimated that his speed at the point of contact was 5 mph, and he stated that he did not hit his head. Several hours after the accident, the pilot's wife noticed that he was shuffling his left foot, and he was still feeling the severe headache that he had at the start of the day. He went to a hospital that night for examination where medical personnel discovered a subdural hematoma and performed immediate surgery to remove blood from his brain. It is likely that the pilot was neurologically impaired during the flight and thus unable to manipulate the rudder control and brakes to maneuver during taxi to avoid the collision with the building.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's impairment by an undiagnosed medical condition, which resulted in a loss of directional control and subsequent collision with a building during the landing roll. Contributing to the accident was the pilot's decision to fly when he was not feeling well.

## Findings

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<b>Aircraft</b>	Directional control - Not attained/maintained
<b>Personnel issues</b>	Neurological - Pilot
<b>Personnel issues</b>	Decision making/judgment - Pilot

## Factual Information

### History of Flight

<b>Landing-landing roll</b>	Collision with terr/obj (non-CFIT) (Defining event)
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On November 10, 2010, about 1657 mountain standard time, a Piper PA30, N628R, collided with a light post and a building during taxi after landing at Tucson International Airport, Tucson, Arizona. The pilot/owner was operating the airplane under the provisions of 14 Code of Federal Regulations (CFR) Part 91. The airline transport pilot with a certified flight instructor (CFI) certificate was not injured. The airplane sustained substantial damage to the right wing. The cross-country personal flight departed Stellar Airpark, Phoenix, Arizona, at 1520, with a planned destination of Tucson. Visual meteorological conditions prevailed, and no flight plan had been filed.

The pilot reported that his thinking had been impaired all day. He had a severe headache, and he was having trouble with his left side motor skills.

The pilot flew from Tucson to Phoenix earlier in the day to complete a flight check for his CFI renewal. Due to the headache he was experiencing, he terminated the check ride during the oral examination.

The pilot returned to Tucson, and landed on runway 11L. He could not slow the airplane down by taxiway A11, so he continued to taxiway A13. He was unable to stop the airplane prior to crossing taxiway A or execute a left turn. The airplane continued forward until it struck the Fire Department warning light post with the right wing tip tank. Fuel began escaping as the airplane continued forward into the Fire Department's plate glass window. The pilot estimated that his speed at the point of contact was 5 miles per hour, and he stated that he did not hit his head.

The pilot reported no mechanical failures or malfunctions with the airplane.

Several hours after the accident, the pilot's wife noticed that he was shuffling his left foot. He stated that he was still feeling the severe headache that he had at the start of the day. He went to a hospital that night for examination. Medical personnel discovered a subdural hematoma and they performed immediate surgery to remove blood from his brain.

## Pilot Information

<b>Certificate:</b>	Airline transport; Flight instructor	<b>Age:</b>	70, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 With waivers/limitations	<b>Last FAA Medical Exam:</b>	March 25, 2010
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	August 7, 2009
<b>Flight Time:</b>	7264 hours (Total, all aircraft), 1169 hours (Total, this make and model), 7 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N628R
<b>Model/Series:</b>	PA30	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	30-595
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	September 1, 2010 Annual	<b>Certified Max Gross Wt.:</b>	3725 lbs
<b>Time Since Last Inspection:</b>	5 Hrs	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	8149 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Textron Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-320-B1A
<b>Registered Owner:</b>	Phillip Secker Jr	<b>Rated Power:</b>	160 Horsepower
<b>Operator:</b>	Phillip Secker Jr	<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>	KTUS,2543 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	16:53 Local	<b>Direction from Accident Site:</b>	0°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	8 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	250°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.89 inches Hg	<b>Temperature/Dew Point:</b>	21°C / -11°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Chandler, AZ (P19 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Tucson, AZ (TUS )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	15:20 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	Tucson International TUS	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	2643 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	11L	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	10996 ft / 150 ft	<b>VFR Approach/Landing:</b>	Full stop

## 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>	32.116111,-110.941108(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Plagens, Howard
<b>Additional Participating Persons:</b>	Terry Zavilla; FAA FSDO; Scottsdale, AZ
<b>Original Publish Date:</b>	December 19, 2011
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=77775">https://data.nts.gov/Docket?ProjectID=77775</a>

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](#).