



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Wickenburg, Arizona	Accident Number:	WPR11CA085
Date & Time:	January 4, 2011, 10:55 Local	Registration:	N443PA
Aircraft:	Piper PA-28-181	Aircraft Damage:	Substantial
Defining Event:	Collision with terr/obj (non-CFIT)	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

While parking the airplane, the student pilot noticed a pole by the parking area. He thought that there was adequate clearance between the right wing and the pole. However, the leading edge of the right wing contacted the pole and resulted in substantial damage to the spar.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The student pilot's failure to maintain clearance between the airplane's right wing and the pole.

Findings

Personnel issues	Incorrect action performance - Student/instructed pilot
Environmental issues	Pole - Response/compensation

Factual Information

History of Flight

Taxi-from runway	Collision with terr/obj (non-CFIT) (Defining event)
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Student pilot Information

Certificate:	Student	Age:	22, Male
Airplane Rating(s):	None	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 3 With waivers/limitations	Last FAA Medical Exam:	September 8, 2010
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	77 hours (Total, all aircraft), 77 hours (Total, this make and model), 5 hours (Pilot In Command, all aircraft), 71 hours (Last 90 days, all aircraft), 26 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N443PA
Model/Series:	PA-28-181	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	2843499
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	January 3, 2011 Continuous airworthiness	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:	6 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	11659 Hrs as of last inspection	Engine Manufacturer:	LYCOMING
ELT:	C126 installed, not activated	Engine Model/Series:	O-360-A4M
Registered Owner:	BIRD ACQUISITION LLC	Rated Power:	180 Horsepower
Operator:	Bird Acquisition LLC	Operating Certificate(s) Held:	None
Operator Does Business As:	Transpac Aviation Academy	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KBXK, 1033 ft msl	Distance from Accident Site:	33 Nautical Miles
Observation Time:	10:55 Local	Direction from Accident Site:	180°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.22 inches Hg	Temperature/Dew Point:	9°C / 3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Gila Bend, AZ (E63)	Type of Flight Plan Filed:	None
Destination:	Wickenburg, AZ (E25)	Type of Clearance:	None
Departure Time:	10:15 Local	Type of Airspace:	

Airport Information

Airport:	Wickenburg Municipal Airport E25	Runway Surface Type:	
Airport Elevation:	2377 ft msl	Runway Surface Condition:	
Runway Used:		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:	33.965831,-112.802223

Administrative Information

Investigator In Charge (IIC):	Dunks, Kristi
Additional Participating Persons:	Michael Moyer; Federal Aviation Administration; Scottsdale, AZ
Original Publish Date:	May 26, 2011
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=78100

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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](#).