



Aviation Investigation Final Report

Location:	Lancaster, Pennsylvania	Accident Number:	ERA13CA123
Date & Time:	January 27, 2013, 16:00 Local	Registration:	N8385S
Aircraft:	Piper PA-32-301	Aircraft Damage:	Substantial
Defining Event:	Ground collision	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

According to the pilot, while taxiing back to the hangar, she noticed a parked vehicle in the distance and off to the right of the taxiway she was traveling on. The pilot applied brakes to slow the airplane and looked to her right to ensure there was adequate space between the wing and the vehicle. The pilot returned her eyes to the taxiway in front of her momentarily but turned her attention to the vehicle once again for reassurance, at which time the airplane struck the vehicle, resulting in substantial damage to the right wing. The pilot reported no preimpact mechanical malfunctions or failures that would have precluded normal operation.

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 parked vehicle while taxiing from landing.

Findings

Environmental issues	Ground vehicle - Not specified
Personnel issues	Incorrect action performance - Pilot
Aircraft	Taxiing - Incorrect use/operation

Factual Information

History of Flight

Taxi-from runway	Ground collision (Defining event)
------------------	-----------------------------------

Pilot Information

Certificate:	Commercial	Age:	47,Female
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	January 5, 2012
Occupational Pilot:	No	Last Flight Review or Equivalent:	January 5, 2012
Flight Time:	697 hours (Total, all aircraft), 344 hours (Total, this make and model), 503 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N8385S
Model/Series:	PA-32-301	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	32-8106065
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	May 16, 2012 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	167 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4808 Hrs as of last inspection	Engine Manufacturer:	LYCOMING
ELT:	C91 installed, not activated	Engine Model/Series:	IO-540-K1G5
Registered Owner:	BELAIR FLYING CLUB INC	Rated Power:	300 Horsepower
Operator:	BELAIR FLYING CLUB INC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	LNS,402 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	15:53 Local	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.47 inches Hg	Temperature/Dew Point:	0°C / -10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Lancaster, PA (LNS)	Type of Flight Plan Filed:	None
Destination:	Lancaster, PA (LNS)	Type of Clearance:	None
Departure Time:	14:00 Local	Type of Airspace:	

Airport Information

Airport:	Lancaster Airport LNS	Runway Surface Type:	
Airport Elevation:	403 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:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	40.119998,-76.289718(est)

Administrative Information

Investigator In Charge (IIC):	Gretz, Robert
Additional Participating Persons:	Ronald A Forsyth; FAA/FSDO; Harrisburg, PA
Original Publish Date:	April 25, 2013
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=86119

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](#).