



Aviation Investigation Final Report

Location:	Prescott, Arizona	Accident Number:	GAA19CA220
Date & Time:	April 23, 2019, 09:30 Local	Registration:	N1897V
Aircraft:	Cessna 172	Aircraft Damage:	Substantial
Defining Event:	Ground collision	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The student pilot reported that, while taxiing the airplane to a parking spot, the right wing impacted a fence post.

The airplane sustained substantial damage to the right wing.

The student reported that there were no preaccident mechanical failures or malfunctions with the airplane 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 student pilot's failure to maintain clearance from a fence post during taxi operations.

Findings

Personnel issues	Monitoring environment - Student/instructed pilot
Environmental issues	Fence/fence post - Effect on operation

Factual Information

History of Flight

Taxi-from runway	Ground collision (Defining event)
Taxi-from runway	Collision with terr/obj (non-CFIT)

Student pilot Information

Certificate:	Student	Age:	23,Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	October 4, 2018
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 35 hours (Total, all aircraft), 35 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N1897V
Model/Series:	172 M	Aircraft Category:	Airplane
Year of Manufacture:	1974	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	17263785
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	July 3, 2018 Annual	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	12550 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-320 E2D
Registered Owner:		Rated Power:	150 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KPRC, 5052 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	15:53 Local	Direction from Accident Site:	209°
Lowest Cloud Condition:	Scattered / 12000 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.05 inches Hg	Temperature/Dew Point:	15°C / 1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Chandler, AZ (CHD)	Type of Flight Plan Filed:	None
Destination:	Prescott, AZ (PRC)	Type of Clearance:	VFR
Departure Time:	08:15 Local	Type of Airspace:	Class D

Airport Information

Airport:	Ernest A Love Field PRC	Runway Surface Type:	Asphalt
Airport Elevation:	5045 ft msl	Runway Surface Condition:	Dry
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:	34.654724,-112.419166(est)

Administrative Information

Investigator In Charge (IIC):	Gutierrez, Eric
Additional Participating Persons:	Kenton P Fenning; FAA; Scottsdale, AZ
Original Publish Date:	March 20, 2020
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=99308

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).