



Aviation Investigation Final Report

Location:	Fuquay Varina, North Carolina	Accident Number:	GAA18CA323
Date & Time:	June 2, 2018, 11:20 Local	Registration:	N1305B
Aircraft:	Cessna 172	Aircraft Damage:	Substantial
Defining Event:	Miscellaneous/other	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The flight instructor reported that, after demonstrating a simulated emergency landing, he taxied the airplane off the runway and prepared to back taxi for departure. While taxiing, the instructor and student monitored the right-wing tip clearance to the overgrown brush on the right side of the runway, but the right wing became entangled, and the airplane veered right. The instructor added left rudder and brake, but the airplane impacted a ditch.

Postaccident examination revealed that the right wing struck a tree and sustained substantial damage.

The instructor 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 flight instructor's failure to maintain adequate clearance from overgrown brush during taxi, which resulted in entanglement with the brush and a subsequent impact with a tree.

Findings

Personnel issues	Monitoring environment - Instructor/check pilot
Environmental issues	(general) - Effect on operation
Environmental issues	Tree(s) - Contributed to outcome

Factual Information

History of Flight

Taxi-from runway	Miscellaneous/other (Defining event)
Taxi-from runway	Collision with terr/obj (non-CFIT)

Student pilot Information

Certificate:	Student	Age:	22,Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	January 30, 2018
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Flight instructor Information

Certificate:	Commercial; Flight instructor	Age:	37,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	January 18, 2017
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	July 27, 2017
Flight Time:	(Estimated) 709 hours (Total, all aircraft), 176 hours (Total, this make and model), 615 hours (Pilot In Command, all aircraft), 113 hours (Last 90 days, all aircraft), 22 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N1305B
Model/Series:	172 S	Aircraft Category:	Airplane
Year of Manufacture:	2007	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	172S10654
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, activated	Engine Model/Series:	IO-360-L2A
Registered Owner:		Rated Power:	
Operator:	On file	Operating Certificate(s) Held:	Pilot school (141)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KHRJ, 198 ft msl	Distance from Accident Site:	14 Nautical Miles
Observation Time:	15:15 Local	Direction from Accident Site:	187°
Lowest Cloud Condition:	Scattered / 3300 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/ None
Wind Direction:		Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	29.8 inches Hg	Temperature/Dew Point:	29°C / 16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ERWIN, NC (HRJ)	Type of Flight Plan Filed:	None
Destination:	Fuquay Varina, NC (5W5)	Type of Clearance:	None
Departure Time:	10:50 Local	Type of Airspace:	Class G

Airport Information

Airport:	TRIPLE W 5W5	Runway Surface Type:	Asphalt
Airport Elevation:	244 ft msl	Runway Surface Condition:	Dry;Holes;Rough
Runway Used:	34	IFR Approach:	None
Runway Length/Width:	3004 ft / 40 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	35.618888,-78.699447

Administrative Information

Investigator In Charge (IIC):	Benhoff, Kathryn
Additional Participating Persons:	Clinton Festa; FAA; Greensboro, NC
Original Publish Date:	November 5, 2018
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=97398

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](#).