



# Aviation Investigation Final Report

<b>Location:</b>	Waynesburg, Pennsylvania	<b>Accident Number:</b>	GAA19CA082
<b>Date &amp; Time:</b>	October 19, 2018, 13:00 Local	<b>Registration:</b>	N8222N
<b>Aircraft:</b>	Piper PA28	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Miscellaneous/other	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The solo student pilot reported that, after landing and while taxiing toward the fuel farm, he decided to maneuver through a partially sectioned-off area surrounded by orange construction cones. While he was focused on the cones, the airplane's right wing struck a concrete pole barrier surrounding the fuel farm.

The airplane sustained substantial damage to the right wing and baggage door floorboards.

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 improper decision to maneuver the airplane through an area of construction and his subsequent failure to maintain clearance from a concrete pole barrier while taxiing.

## Findings

<b>Personnel issues</b>	Decision making/judgment - Student/instructed pilot
<b>Personnel issues</b>	Monitoring environment - Pilot
<b>Environmental issues</b>	Pole - Effect on operation

## Factual Information

### History of Flight

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

### Pilot Information

Certificate:	Student	Age:	74,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 Without waivers/limitations	Last FAA Medical Exam:	June 21, 2017
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 237 hours (Total, all aircraft), 82 hours (Total, this make and model), 30 hours (Pilot In Command, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N8222N
Model/Series:	PA28 161	Aircraft Category:	Airplane
Year of Manufacture:	1980	Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	28-8016341
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	100 hour	Certified Max Gross Wt.:	2326 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-320
Registered Owner:		Rated Power:	160
Operator:		Operating Certificate(s) Held:	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>	KAFJ,1185 ft msl	<b>Distance from Accident Site:</b>	16 Nautical Miles
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	333°
<b>Lowest Cloud Condition:</b>		<b>Visibility</b>	
<b>Lowest Ceiling:</b>		<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Waynesburg, PA (WAY )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Waynesburg, PA (WAY )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	GREENE COUNTY WAY	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	1068 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	27	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3500 ft / 75 ft	<b>VFR Approach/Landing:</b>	None

## 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>	39.901111,-80.130554(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Nepomuceno, Eleazar
<b>Additional Participating Persons:</b>	Gerald Labuskes; FAA; Allensburg, PA
<b>Original Publish Date:</b>	March 3, 2020
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=98711">https://data.nts.gov/Docket?ProjectID=98711</a>

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](#).