



Aviation Investigation Final Report

Location:	Lakeland, Florida	Accident Number:	GAA19CA196
Date & Time:	April 3, 2019, 11:30 Local	Registration:	N4821S
Aircraft:	Piper PA32	Aircraft Damage:	Substantial
Defining Event:	Ground collision	Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that, during taxi to parking, he was following the ground guide's arm and hand signals. The pilot turned the airplane right to maneuver it between a fence line on the left and a parked airplane on the right. During the right turn, the airplane's left wing struck a fence post.

The airplane sustained substantial damage to the left wing.

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

Findings

Personnel issues	Monitoring environment - Pilot
Environmental issues	Fence/fence post - Effect on operation

Factual Information

History of Flight

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

Pilot Information

Certificate:	Private	Age:	57,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	BasicMed With waivers/limitations	Last FAA Medical Exam:	October 2, 2017
Occupational Pilot:	No	Last Flight Review or Equivalent:	November 18, 2018
Flight Time:	(Estimated) 314.7 hours (Total, all aircraft), 83.5 hours (Total, this make and model), 314.7 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N4821S
Model/Series:	PA32 260	Aircraft Category:	Airplane
Year of Manufacture:	1969	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	32-1252
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	September 6, 2018 Annual	Certified Max Gross Wt.:	3400 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2879 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	C91 installed, not activated	Engine Model/Series:	O-540-E4B5
Registered Owner:		Rated Power:	260 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:	KLAL,142 ft msl	Distance from Accident Site:	2 Nautical Miles
Observation Time:	11:30 Local	Direction from Accident Site:	294°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.97 inches Hg	Temperature/Dew Point:	22°C / 17°C
Precipitation and Obscuration:			
Departure Point:	St. Augustine, FL (SGJ)	Type of Flight Plan Filed:	None
Destination:	St. Augustine, FL (SGJ)	Type of Clearance:	VFR
Departure Time:	09:30 Local	Type of Airspace:	Class D

Airport Information

Airport:	Lakeland Linder Intl LAL	Runway Surface Type:	Asphalt
Airport Elevation:	142 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:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	27.987499,-82.01889(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Michael
Additional Participating Persons:	Joseph W Gramzinski ; FAA; Orlando, FL
Original Publish Date:	November 6, 2019
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=99220

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](#).