



# Aviation Investigation Final Report

<b>Location:</b>	Orangeburg, South Carolina	<b>Accident Number:</b>	ERA24LA021
<b>Date &amp; Time:</b>	October 21, 2023, 13:00 Local	<b>Registration:</b>	N7607T
<b>Aircraft:</b>	Cessna 172	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Collision with terr/obj (non-CFIT)	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

## Analysis

The flight instructor and the student pilot were practicing crosswind takeoffs and landings. After completing two successful landings, the student pilot was taxiing back to the runway when the airplane drifted to the right and the right wing impacted a fuel truck parked next to the taxiway. The impact resulted in substantial damage to the right wing. The flight instructor 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 student pilot's failure to maintain adequate clearance from a fuel truck while taxiing. Also contributing was the flight instructor's inadequate monitoring of the student pilot.

## Findings

<b>Personnel issues</b>	Identification/recognition - Student/instructed pilot
<b>Personnel issues</b>	Monitoring environment - Instructor/check pilot
<b>Environmental issues</b>	Ground vehicle - Awareness of condition



## Factual Information

### History of Flight

Taxi-to runway	Collision with terr/obj (non-CFIT) (Defining event)
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### Flight instructor Information

Certificate:	Commercial; Flight instructor	Age:	81,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	August 17, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	December 26, 2022
Flight Time:	4371 hours (Total, all aircraft), 1200 hours (Total, this make and model), 4350 hours (Pilot In Command, all aircraft), 35 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

### Student pilot Information

Certificate:	None	Age:	62,Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	May 3, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	23 hours (Total, all aircraft), 23 hours (Total, this make and model), 23 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N7607T
<b>Model/Series:</b>	172 A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1959	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	47207
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	April 1, 2023 Annual	<b>Certified Max Gross Wt.:</b>	2200 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3576.6 Hrs at time of accident	<b>Engine Manufacturer:</b>	CONTINENTAL MOTORS
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-300
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	145 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	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>	OGB,194 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	12:53 Local	<b>Direction from Accident Site:</b>	90°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	7 knots / 17 knots	<b>Turbulence Type Forecast/Actual:</b>	Unknown / Terrain-Induced
<b>Wind Direction:</b>	300°	<b>Turbulence Severity Forecast/Actual:</b>	Unknown / Light
<b>Altimeter Setting:</b>	29.82 inches Hg	<b>Temperature/Dew Point:</b>	22°C / 5°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Orangeburg, SC	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Orangeburg, SC	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	ORANGEBURG MUNI OGB	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	195 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	23	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	4508 ft / 100 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	33.464015,-80.856435(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Young, Joshua
<b>Additional Participating Persons:</b>	Jeffery Kimbrell; FAA/FSDO; Columbia, SC
<b>Original Publish Date:</b>	November 16, 2023
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=193303">https://data.nts.gov/Docket?ProjectID=193303</a>

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](#).