



Aviation Investigation Final Report

Location:	Greensboro, Georgia	Accident Number:	ERA23LA386
Date & Time:	September 30, 2023, 12:00 Local	Registration:	N9522L
Aircraft:	Cessna 172	Aircraft Damage:	Substantial
Defining Event:	Collision with terr/obj (non-CFIT)	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

Shortly after landing, while taxiing to the ramp to park, the solo student pilot was going to turn the airplane 180° to orient it with the parking spot. During the turn, the airplane's left wing impacted a light pole resulting in substantial damage to wing spar. The pilot reported that there were no preimpact mechanical malfunctions or failures of 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 light pole during taxi.

Findings

Personnel issues	Monitoring environment - Pilot
Environmental issues	Pole - Awareness of condition

Factual Information

History of Flight

Taxi-from runway	Collision with terr/obj (non-CFIT) (Defining event)
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Pilot Information

Certificate:	Student	Age:	38,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:	
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	July 12, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	62 hours (Total, all aircraft), 62 hours (Total, this make and model), 54 hours (Last 90 days, all aircraft), 23 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N9522L
Model/Series:	172 P	Aircraft Category:	Airplane
Year of Manufacture:	1986	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	17276570
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	August 31, 2023 Annual	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	6356 Hrs as of last inspection	Engine Manufacturer:	Air Plains
ELT:	Installed	Engine Model/Series:	STC SA4428SW
Registered Owner:	On file	Rated Power:	180
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	AHN,802 ft msl	Distance from Accident Site:	23 Nautical Miles
Observation Time:	11:51 Local	Direction from Accident Site:	336°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	80°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.19 inches Hg	Temperature/Dew Point:	28°C / 17°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Clemson, SC (CEU)	Type of Flight Plan Filed:	None
Destination:	Greensboro, GA	Type of Clearance:	None
Departure Time:	11:09 Local	Type of Airspace:	Class G

Airport Information

Airport:	Greene County Regional airport CPP	Runway Surface Type:	Asphalt
Airport Elevation:	688 ft msl	Runway Surface Condition:	Dry
Runway Used:	7	IFR Approach:	None
Runway Length/Width:	5500 ft / 100 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	33.59797,-83.13826(est)

Administrative Information

Investigator In Charge (IIC):	Boggs, Daniel
Additional Participating Persons:	Danny Cox; FAA/FSDO; Atlanta, GA
Original Publish Date:	November 9, 2023
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=193170

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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](#).