



# National Transportation Safety Board Aviation Accident Final Report

<b>Location:</b>	Fullerton, CA	<b>Accident Number:</b>	SEA08CA052
<b>Date &amp; Time:</b>	12/26/2007, 1130 PST	<b>Registration:</b>	N13974
<b>Aircraft:</b>	Cessna 172S	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

## Analysis

The student pilot had landed the airplane, exited the runway and was taxiing to parking. The tower controller informed the pilot that a helicopter was above him and to his right. The pilot looked to the right and saw the helicopter. While watching the helicopter, the pilot added right brake and throttle to move the airplane towards the center line of the taxiway. As the airplane turned, the pilot felt a jolt and saw that the airplane's left wing had contacted a utility trailer, substantially damaging the wing spar. The pilot stated that the accident could have been prevented if he had looked to all sides before turning and not allowed himself to be distracted by the presence of the helicopter.

## 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 while taxiing. Contributing to the accident was the pilot's diverted attention.

## Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: TAXI - FROM LANDING

### Findings

1. OBJECT - BUILDING(NONRESIDENTIAL)
2. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
3. (F) DIVERTED ATTENTION - PILOT IN COMMAND

## Factual Information

### Pilot Information

Certificate:	Student	Age:	59, Male
Airplane Rating(s):	None	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:	Class 3	Last FAA Medical Exam:	11/01/2006
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	102 hours (Total, all aircraft), 102 hours (Total, this make and model), 23 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N13974
Model/Series:	172S	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	172S10409
Landing Gear Type:	Tricycle	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	IO-360
Registered Owner:	PMC Concrete Construction, Inc.	Rated Power:	
Operator:	Aviation Facilities, Inc.	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Fullerton, CA (FUL)	Type of Flight Plan Filed:	None
Destination:	(FUL)	Type of Clearance:	VFR
Departure Time:	PST	Type of Airspace:	

## Airport Information

Airport:	Fullerton Municipal (FUL)	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	NA	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	1 None	Latitude, Longitude:	33.871944, -117.979722

## Administrative Information

Investigator In Charge (IIC):	Georgia R Struhsaker	Report Date:	02/28/2008
Additional Participating Persons:			
Publish Date:			
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</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](#).