



National Transportation Safety Board Aviation Accident Final Report

Location:	SARASOTA, FL	Accident Number:	MIA97LA080
Date & Time:	02/01/1997, 1300 EST	Registration:	N64TD
Aircraft:	Piper PA-30	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot had just landed at the private airport with the owner of the airplane. After landing the owner told the pilot to taxi back on the runway to his place that was off the other end of the runway. The pilot stated that he exited the runway on a grass taxiway that led into an 'aviation community.' The owner advised the pilot of various obstacles such as mailboxes and trees. When they got to the airplane owner's house/hangar, the owner got out, and pilot taxied back to the runway. The pilot made a wrong turn and was attempting to maneuver around a mailbox on one side of the airplane when the wing on the other side struck a tree and separated from the spar.

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 obstacles.

Findings

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

Findings

1. OBJECT - TREE(S)
2. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

On February 1, 1997, about 1300 eastern standard time, a Piper PA-30, N64TD, registered to Raptor Leasing Inc., was substantially damaged while taxiing, near Sarasota, Florida. The commercial-rated pilot was not injured. Visual meteorological conditions (VMC) prevailed in the vicinity, and no flight plan had been filed. The personal flight originated at Lakeland, Florida, at 1230, and was being conducted in accordance with Title 14 CFR Part 91.

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Pilot Information

Certificate:	Commercial	Age:	42, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	12/09/1996
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	3000 hours (Total, all aircraft), 40 hours (Total, this make and model), 2700 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N64TD
Model/Series:	PA-30 PA-30	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	30-170
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	IO-320-B1A
Registered Owner:	RAPTOR LEASING INC.	Rated Power:	150 hp
Operator:	GEORGE CARTER	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	20 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	21 °C / 13 °C
Precipitation and Obscuration:			
Departure Point:	LAKELAND, FL (LAL)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1230 EST	Type of Airspace:	

Airport Information

Airport:	HIDDEN RIVER	Runway Surface Type:	Asphalt
Airport Elevation:	47 ft	Runway Surface Condition:	
Runway Used:	9	IFR Approach:	None
Runway Length/Width:	2600 ft	VFR Approach/Landing:	None

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:	

Administrative Information

Investigator In Charge (IIC):	ALAN J YURMAN	Report Date:	08/25/1997
Additional Participating Persons:	FRANK RIOS; ORLANDO, FL		
Publish Date:			
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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.ntsbt.gov/pubdms/ .		

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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](#).