



National Transportation Safety Board Aviation Accident Final Report

Location:	WADSWORTH, OH	Accident Number:	CHI90FA145
Date & Time:	06/02/1990, 1130 EDT	Registration:	N8760N
Aircraft:	PIPER PA28-140	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

THE ACCIDENT AIRPLANE COLLIDED WITH AN ELECTRICAL UTILITY POLE DURING A FINAL APPROACH TO AN AIRPORT. ACCORDING TO PERSONS AT THE AIRPORT THE STUDENT PILOT HAD FLOWN INTO THE AIRPORT, PICKED UP A FLIGHT INSTRUCTOR, AND THEN DEPARTED FOR A PERIOD OF LOCAL FLIGHT INSTRUCTION. WITNESSES TO THE ACCIDENT OBSERVED THE AIRPLANE IN STEADY STATE FLIGHT UNTIL IT STRUCK THE POLE. THE RUNWAY IS SERVED BY A VASI WHICH WAS OPERATIONAL AT THE TIME OF THE ACCIDENT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FAILURE OF THE CERTIFIED FLIGHT INSTRUCTOR AND THE DUAL STUDENT TO MAINTAIN A VISUAL LOOKOUT DURING THE FINAL APPROACH TO THE AIRPORT.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. OBJECT - POLE
2. (C) VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND(CFI)
3. (C) VISUAL LOOKOUT - NOT MAINTAINED - DUAL STUDENT

Factual Information

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	62, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	12/05/1989
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	10500 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N8760N
Model/Series:	PA28-140 PA28-140	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	28-25581
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2150 lbs
Time Since Last Inspection:	0 Hours	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	O-320-E2A
Registered Owner:		Rated Power:	150 hp
Operator:	RALPH D. BROWN	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	CAK, 1228 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	1050 EDT	Direction from Accident Site:	80°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	5 Miles
Lowest Ceiling:	Broken / 15000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	13 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	23° C / 18° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1130 EDT	Type of Airspace:	

Airport Information

Airport:	WADSWORTH (3G3)	Runway Surface Type:	Asphalt
Airport Elevation:	987 ft	Runway Surface Condition:	Dry
Runway Used:	20	IFR Approach:	None
Runway Length/Width:	3525 ft / 75 ft	VFR Approach/Landing:	Straight-in

Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	WILLIAM C BRUCE	Report Date:	11/09/1992
Additional Participating Persons:			
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.nts.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](#).