



National Transportation Safety Board Aviation Accident Final Report

Location:	MIDDLETOWN, PA	Accident Number:	NYC88LA048
Date & Time:	12/01/1987, 1500 EST	Registration:	N32307
Aircraft:	PIPER PA-28-150	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

AFTER LANDING THE PILOT WAS CLEARED TO TAXI TO THE PARKING AREA AT STANBAUGH'S GENERAL AVIATION. DURING A MANEUVER BETWEEN A DE-ICER TRUCK AND A PARKED AIRPLANE, THE PILOT ALLOWED THE AIRCRAFT TO BECOME TOO CLOSE TO THE TRUCK AND CAUGHT THE WING TIP ON THE BACK OF THE TRUCK BREAKING THE WING TIP OFF AND DAMAGING THE OUTER LEADING EDGE OF THE LEFT WING.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

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

Findings

1. (C) CLEARANCE - MISJUDGED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	23, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
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:	03/26/1987
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1397 hours (Total, all aircraft), 255 hours (Total, this make and model), 1225 hours (Pilot In Command, all aircraft), 300 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N32307
Model/Series:	PA-28-150 PA-28-150	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	28-7515122
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	08/14/1987, Annual	Certified Max Gross Wt.:	2150 lbs
Time Since Last Inspection:	14 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3330 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320-E3D
Registered Owner:	YORK AREA FLYING SERVICE	Rated Power:	150 hp
Operator:	YORK AREA FLYING SERVICE	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	AGRA

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:	1500	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	4° C
Precipitation and Obscuration:			
Departure Point:	THOMASVILLE, PA (54PA)	Type of Flight Plan Filed:	None
Destination:	MIDDLETOWN, PA (MDT)	Type of Clearance:	None
Departure Time:	1445 EST	Type of Airspace:	Class G

Airport Information

Airport:	HARRISBURG	Runway Surface Type:	Asphalt
Airport Elevation:	347 ft	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		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):	ROBERT L HANCOCK	Report Date:	05/26/1989
Additional Participating Persons:			
Publish Date:			
Investigation Docket:	NTSB accident and incident docket 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/ .		

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](#).