



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Eastman, GA	<b>Accident Number:</b>	ATL03LA022
<b>Date &amp; Time:</b>	12/03/2002, 1407 EST	<b>Registration:</b>	N289HG
<b>Aircraft:</b>	Piper PA-28-161	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None

**Flight Conducted Under:** Part 91: General Aviation - Instructional

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## Analysis

The pilot was taxiing on the ramp for parking. He failed to maintain a visual lookout while applying left rudder to stop a turn and inadvertently stepped on his headset cord. His head jerked downward and he became distracted while attempting to untangle his head from the headset cord. The airplane continued forward and collided with a hangar.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilots failure to maintain a visual lookout resulting in the subsequent on ground collision with a hangar.

## Findings

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

### Findings

1. OBJECT - HANGAR/AIRPORT BUILDING
2. (C) VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
3. DIVERTED ATTENTION - PILOT IN COMMAND

## Factual Information

On December 3, 2002, at 1407 eastern standard time, a Piper PA-28-161, N289HG, registered and operated by Georgia Aviation and Technical College, as a 14 CFR Part 91 instructional flight, experienced an on-ground collision with a hangar while taxiing for parking. Visual meteorological conditions prevailed and a visual flight rules flight plan was filed. The airplane sustained substantial damage and the private pilot reported no injuries. The flight originated from Augusta, Georgia, at 1300.

The pilot stated he was taxiing on the ramp after landing without a ground guide. He taxied between a parked airplane and the hangar. He applied left rudder to stop his turn and inadvertently stepped on his headset cord. His head was jerked downward and he became distracted while attempting to untangle his head from the headset cord. The airplane continued forward and collided with the hangar.

Examination of the airplane on December 5, 2002, revealed the left wing forward spar, ribs, and stringers were bent.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	20, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	10/28/2002
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	06/13/2002
<b>Flight Time:</b>	83 hours (Total, all aircraft), 83 hours (Total, this make and model), 47 hours (Pilot In Command, all aircraft), 23 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N289HG
Model/Series:	PA-28-161	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	2842146
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	11/07/2002, Annual	Certified Max Gross Wt.:	2440 lbs
Time Since Last Inspection:	39 Hours	Engines:	1 Reciprocating
Airframe Total Time:	356 Hours at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-320-D3G
Registered Owner:	Georgia Aviation and Technical College	Rated Power:	160 hp
Operator:	Georgia Aviation and Technical College	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	VDI, 274 ft msl	Distance from Accident Site:	38 Nautical Miles
Observation Time:	1401 EST	Direction from Accident Site:	97°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.15 inches Hg	Temperature/Dew Point:	21° C / 6° C
Precipitation and Obscuration:			
Departure Point:	Augusta, GA (AGS)	Type of Flight Plan Filed:	VFR
Destination:	Eastman, GA (EZM)	Type of Clearance:	None
Departure Time:	1300 EST	Type of Airspace:	Class E

## Airport Information

Airport:	Heart of Georgia (EZM)	Runway Surface Type:	Unknown
Airport Elevation:	304 ft	Runway Surface Condition:	Dry
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	32.369722, -81.963889

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Carrol A Smith	<b>Report Date:</b>	05/30/2003
<b>Additional Participating Persons:</b>	Robert N Ylla; Atlanta FSDO-11; College Park, GA		
<b>Publish Date:</b>			
<b>Investigation Docket:</b>	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:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.ntsbt.gov/pubdms/">http://dms.ntsbt.gov/pubdms/</a> .		

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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](#).