



National Transportation Safety Board Aviation Accident Final Report

Location:	Winston Salem, NC	Accident Number:	ATL04LA167
Date & Time:	07/01/2004, 1500 EDT	Registration:	N71409
Aircraft:	Cessna 172M	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

According to both pilots, after landing, the airplane was cleared to taxi to the north ramp. Both pilots stated that the CFI in the left seat took control of the airplane in order to position and park it. The pilot in control of the airplane at the time of the accident, CFI- left, stated, "while pushing the left rudder, [his] foot slipped down and off the [left] pedal." He stated that he then immediately "pushed full left rudder, but the right wing... hit one of the corner metal poles." The pilot not in control of the airplane at the time of the accident, CFI-right, stated that as the pilot in control "was beginning to set-up the aircraft's turn, his foot immediately slipped off of the rudder. This caused the aircraft's wing to hit a fence pole." Both pilots stated that the airplane was immediately shut down and assistance was sought. Post-accident examination of the airplane revealed that the right wing sustained leading edge spar damage and extensive skin buckling, and the right wing tip was crushed. The engine, landing gear, fuselage, and left wing were intact and undamaged. No mechanical problems with the airplane were reported by the pilot.

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 the fence post, while taxiing which resulted in a collision.

Findings

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

Findings

1. OBJECT - FENCE POST
2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

On July 1, 2004, at 1500 eastern daylight time, N71409, a Cessna 172M, registered to and operated by Triad Air, Inc., collided with a fence post while taxiing after landing at Smith Reynolds Airport, Winston-Salem, North Carolina. The instructional flight was conducted under the provisions of Title 14 CFR Part 91, and visual flight rules. Visual meteorological conditions prevailed at the time of the accident and no flight plan had been filed. The pilot-in-command, a certified flight instructor seated in the left seat (CFI-left), and the certified flight instructor seated in the right seat, (CFI-right), were not injured. The airplane received substantial damage. The local flight originated at Smith Reynolds Airport, Winston-Salem, North Carolina, on July 1, 2004, at 1330.

According to the operator, the flight had taken place prior to the accident for the purpose of an initial checkout for a newly hired flight instructor, CFI-right. According to both pilots, after landing, the airplane was cleared to taxi to the north ramp. Both pilots stated that the CFI-left took control of the airplane in order to position and park it. The pilot in control of the airplane at the time of the accident, CFI- left, stated, "while pushing the left rudder, [his] foot slipped down and off the [left] pedal." He stated that he then immediately "pushed full left rudder, but the right wing... hit one of the corner metal poles." The pilot not in control of the airplane at the time of the accident, CFI-right, stated that as the pilot in control "was beginning to set-up the aircraft's turn, his foot immediately slipped off of the rudder. This caused the aircraft's wing to hit a fence post." Both pilots stated that the airplane was immediately shut down and assistance was sought.

Post-accident examination of the airplane revealed that the right wing sustained leading edge spar damage and extensive skin buckling, and the right wing tip was crushed. The engine, landing gear, fuselage, and left wing were intact and undamaged. Examination of the aircraft logbooks revealed that the right wing was replaced per Federal Aviation Regulations and procedures on July 23, 2004. No mechanical problems with the airplane were reported by the pilots.

Notification of this accident from the operator was received by the NTSB on August 12, 2004.

Flight Instructor Information

Certificate:	Flight Instructor; Commercial	Age:	26, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	10/17/2002
Occupational Pilot:		Last Flight Review or Equivalent:	06/02/2004
Flight Time:	325 hours (Total, all aircraft)		

Flight Instructor Information

Certificate:	Flight Instructor; Commercial	Age:	30, Female
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	08/02/2002
Occupational Pilot:		Last Flight Review or Equivalent:	04/18/2004
Flight Time:	360 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N71409
Model/Series:	172M	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	17267227
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	05/04/2004, 100 Hour	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:	75.7 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3669.9 Hours at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-320E2D
Registered Owner:	Triad Air	Rated Power:	150 hp
Operator:	Triad Air	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	kint, 969 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	EDT	Direction from Accident Site:	0°
Lowest Cloud Condition:		Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	Winston Salem, NC (KINT)	Type of Flight Plan Filed:	None
Destination:	Winston Salem, NC	Type of Clearance:	None
Departure Time:	1330	Type of Airspace:	Class D

Airport Information

Airport:	Smith Reynolds (KINT)	Runway Surface Type:	Unknown
Airport Elevation:	969 ft	Runway Surface Condition:	Unknown
Runway Used:	NA	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	36.133611, -80.216944

Administrative Information

Investigator In Charge (IIC):	Phillip Powell	Report Date:	10/28/2004
Additional Participating Persons:	Robert Southerland; Greensboro FSDO; Greensboro, NC		
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](#).