



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Corona, CA	<b>Accident Number:</b>	GAA18CA102
<b>Date &amp; Time:</b>	01/13/2018, 1209 PST	<b>Registration:</b>	N7085R
<b>Aircraft:</b>	PIPER PA 28	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Simulated/training event	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

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## Analysis

According to the flight instructor, during an off-airport simulated engine failure with a 180° turn, he called for a go-around upon completion of the maneuver. The student initiated the go-around, but the airplane struck power line wires. The flight instructor landed the airplane in a field, and the nose landing gear separated from the airplane. The airplane sustained substantial damage to the engine mounts.

The flight instructor reported that this accident could have been prevented by performing a ground reconnaissance of unfamiliar practice areas to assess for hazards to flight. The flight instructor will also initiate simulated engine failures at a higher altitude to enable recovery at no less than 500ft above ground level.

The pilot reported that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

## Probable Cause and Findings

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

The student pilot and flight instructor's failure to see and avoid powerlines during a simulated emergency landing, which resulted in a wire strike during a go-around.

## Findings

<b>Personnel issues</b>	Monitoring environment - Student pilot (Cause) Monitoring environment - Instructor/check pilot (Cause)
<b>Environmental issues</b>	Wire - Effect on operation (Cause)

## Factual Information

### History of Flight

Maneuvering-low-alt flying	Simulated/training event (Defining event)
Approach-VFR go-around	Collision with terr/obj (non-CFIT)
Landing	Part(s) separation from AC

### Flight Instructor Information

Certificate:	Flight Instructor; Commercial	Age:	26, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Lap Only
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 None	Last FAA Medical Exam:	07/11/2017
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	10/05/2016
Flight Time:	(Estimated) 1015 hours (Total, all aircraft), 700 hours (Total, this make and model), 800 hours (Pilot In Command, all aircraft), 115 hours (Last 90 days, all aircraft), 40 hours (Last 30 days, all aircraft), 3.4 hours (Last 24 hours, all aircraft)		

### Student Pilot Information

Certificate:	Student	Age:	56, Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap Only
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With Waivers/Limitations	Last FAA Medical Exam:	05/18/2016
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 55 hours (Total, all aircraft), 14 hours (Total, this make and model), 9 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N7085R
<b>Model/Series:</b>	PA 28 140	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1966	<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal; Utility	<b>Serial Number:</b>	28-21788
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	12/28/2017, 100 Hour	<b>Certified Max Gross Wt.:</b>	2150 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	9089.69 Hours as of last inspection	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	C91 installed, not activated	<b>Engine Model/Series:</b>	O-320-E2A
<b>Registered Owner:</b>	DUBOIS AVIATION INC	<b>Rated Power:</b>	150 hp
<b>Operator:</b>	DUBOIS AVIATION INC	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KAJO, 533 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	1956 UTC	<b>Direction from Accident Site:</b>	62°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 Miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	12 knots / 16 knots	<b>Turbulence Type Forecast/Actual:</b>	/ None
<b>Wind Direction:</b>	110°	<b>Turbulence Severity Forecast/Actual:</b>	/ N/A
<b>Altimeter Setting:</b>	30.13 inches Hg	<b>Temperature/Dew Point:</b>	27° C / 0° C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Chino, CA (CNO)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Chino, CA (CNO)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	1140 PST	<b>Type of Airspace:</b>	Class G

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 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>	2 None	<b>Latitude, Longitude:</b>	33.897778, -117.602500 (est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Michael A Hicks	<b>Report Date:</b>	07/05/2018
<b>Additional Participating Persons:</b>	Robert W Michaelson; FAA; Riverside, CA		
<b>Publish Date:</b>	07/05/2018		
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.		
<b>Investigation Docket:</b>	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=96604">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=96604</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](#).