

Pilot Report

Date: Thursday, December 11, 2025

Aircraft: N620AC – Piper Archer PA-28-181

On December 11, 2025, I conducted a rental flight in a Piper Archer (PA-28-181), aircraft registration N620AC. After landing, I exited the runway and taxied through the non-movement area toward the academy ramp.

While taxiing to the designated parking area at an estimated ground speed of 10–15 knots, I made a right turn on the ramp. During this turn, the left wingtip contacted a light pole located adjacent to the taxi route.

Several factors may have contributed to the loss of situational awareness during taxi operations. During the flight, I observed that the pilot seat gradually sank below its normal position, resulting in reduced seating height and limited forward and peripheral visibility. Additionally, I was operating under time constraints related to returning the aircraft to the academy ramp for a subsequent scheduled instructional flight. While attempting to locate the correct designated parking spot, my attention became focused on the ramp area ahead. This momentary distraction resulted in reduced awareness of the taxiway centerline and surrounding obstacles, including the light pole near the left wingtip.

Immediately following the contact, I brought the aircraft to a complete and safe stop, shut down the engine, and completed all securing and post-flight procedures. At the time of the incident, I confirmed that there was no damage to any other aircraft, vehicles, structures, or surrounding property, and there were no injuries to myself or any occupants.

A post-flight inspection revealed damage limited to the aircraft, consisting of a crack in the fiberglass structure of the left wingtip and a broken recognition light plastic cover. I promptly notified the Director of Flight Operations and the Director of Maintenance for further inspection. All required squawk entries, documentation, and paperwork were completed in accordance with flight school procedures.

This is the first incident of any kind in my flying career. I have consistently maintained a professional standard throughout my training and employment. I take full accountability for my actions, sincerely apologize for the incident, and understand and accept the responsibilities associated with this event.



 PIC
CPL AMEL/ASEL/IR. Gold Seal (CFI-CFII-MEI)