



RECORD OF CONVERSATION

Eleazar Nepomuceno
Air Safety Investigator
General Aviation Accident Division

Date: 6/13/2019
Person Contacted: Hyunkyu Baek (flight instructor)
NTSB Accident Number: GAA19CA312

Narrative:

The following is a written statement provided by flight instructor on this date:

I was conducting a part 61 training flight with a student pilot. I landed on runway 21 at Nogales airport (KOLS) at approximately 16:35 local time on 23rd May 2019. After I cleared the runway at F, I gave the controls to the student (Chung, Kyu Hwan) and let him taxi to the FBO via taxiway A. Because we had visited the airport on 16th May 2019, I believed he was familiar with the airport and could taxi proficiently. After we entered the FBO ramp, we found an unoccupied parking spot on the Southwest side of a fuel truck. When the truck was about 25-30 feet diagonally away from the left wing tip, the student suddenly turned the aircraft to left to attempt to turn the aircraft so it was facing away from the unoccupied parking spot and it would be easy to push back into the spot. After about 2 seconds, I recognized the situation that left wing is getting close to rear of the truck and I applied brakes, saying "stop." When he was turning, the sunlight was coming directly from the west and disrupted my sight. It happened quickly, so it was hard to take immediate action. After the accident, the airport manager stated sunlight seemed to be one of factors affecting my sight at that time. Even though I applied the brakes, the fuel truck was too close to the aircraft's left wing and aircraft skidded. Therefore, part of left wingtip leading edge (35inch from wingtip) hit the fuel truck's rear frame. I thought that his plan was to taxi to the centerline of the terminal ramp, shut down, and use the tow bar to push the aircraft back into the parking spot, which is what I taught him during his 6 flights with me. My school's regulation doesn't allow the type of parking he was attempting. After the accident, he stated that he tried to turn his aircraft for parking as he had done before at an aviation college he attended in Korea. He thought he was clear of the truck already. After hitting the rear frame of truck, I immediately shut off the engine and electronics and pushed the airplane away from the fuel truck, as to avoid a fire from the fuel truck. The airport clerk, manager, and sheriff came to the aircraft and checked the

aircraft and fuel truck's damage status. They copied my license. After they left, we parked and tied down the aircraft.