

Cawthra Joshua

From: Motter, Frank L (FAA) [REDACTED]
Sent: Tuesday, January 21, 2020 9:24 AM
To: Cornejo Tealeye
Subject: FW: 2022/1/11 incident at KSBA- copilot

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From: Jing-Yi Huang [REDACTED]
Sent: Tuesday, January 14, 2020 10:25 PM
To: Motter, Frank L (FAA) [REDACTED]
Subject: 2022/1/11 incident at KSBA- copilot

On January 11, we took off from KLGB at around 1 pm and our destination is Harris Ranch airport (3O8). Our route is KLGB-KBUR-GMN-3O8. We landed there at around 3:30 pm and we headed back after dinner at around 8:30 pm. We did not fly the same route as how we got there due to the weather, instead we flew coastal route via KSMX-KSBA-KCMA- LA special flight rule- KLGB. We landed at KSBA for restroom break at Signature at 9:50 pm. After the break, we did the run up and received clearance at 10:10pm. Because I was not so familiar with the taxiways at KSBA, I headed down and looked at the taxi diagram on my IPAD. The PIC, Hao-Ting Sun, he said he knows the taxiway well so he started to taxi out the ramp to taxiway Charlie. As we just taxi out, a big shake of the aircraft woke me up. I asked him what happened? And I found out that he was not taxi on the centerline of Charlie but off to the right. We both first thought that we just taxi over a rock or obstacle on the taxiway, but after checking out from the window, we found out there's a damage on the right wingtip. The damage part was not so clear for me that I still could see the light on the wingtip. We took off from runway 33L and landed at KLGB on runway 30. After we reached school, I took a closer look at the right wingtip. The damage was more severe than what I thought. If I knew the damage is like that, I would never take off. From this incident I learned a lesson, whenever you feel something wrong on the ground, just stop and check it out. It is better than you find out the aircraft is out of control after airborne.

Total hour 186.7 hr (116.8 hr DA40, 69.9 hr PA28)
Currently training for IR rating
Jing-Yi Huang