



Aviation Investigation Final Report

Location:	QUARTZSITE, Arizona	Accident Number:	LAX84LA038
Date & Time:	October 29, 1983, 17:25 Local	Registration:	N28221
Aircraft:	GRUMMAN AA-5B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT HAD PLANNED TO LAND AT A PRIVATE ARPT, NORTHEAST OF QUARTIZITE, AZ. AFTER ARRIVING IN THAT AREA, HE SAW WHAT HE THOUGHT WAS THE RWY, BUT WHEN HE DESCENDED FOR A CLOSER LOOK, HE DECIDED THAT IT WAS NOT THE RWY. HE REPORTED THAT HE CLIMBED TO APRX 250 FT & STARTED CIRCLING WHEN THE ENG BEGAN RUNNING ROUGH. HE STATED THAT HE DECIDED TO LAND ON AN ACCESS ROAD BESIDE A FREEWAY. THE PLT STATED THAT DURING THE LANDING ROLL, THE ACFT SWERVED TO THE LEFT WHEN HE APPLIED THE BRAKES. SUBSEQUENTLY, THE ACFT HIT A TREE & A FENCE. AN EXAM & A FUNCTIONAL TEST OF THE ENG WERE PERFORMED, BUT NO REASON FOR A POWER LOSS WAS FOUND. ALSO, NO PART FAILURE OR MALFUNCTION OF THE AIRFRAME WAS FOUND.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: MANEUVERING

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING - ROLL

Findings

2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. (C) GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

5. (F) OBJECT - TREE(S)
6. (F) OBJECT - FENCE

Factual Information

Pilot Information

Certificate:	Private	Age:	45, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	June 14, 1982
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	780 hours (Total, all aircraft), 347 hours (Total, this make and model), 734 hours (Pilot In Command, all aircraft), 14 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	GRUMMAN	Registration:	N28221
Model/Series:	AA-5B AA-5B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	0944
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	October 15, 1983 Annual	Certified Max Gross Wt.:	2400 lbs
Time Since Last Inspection:	95 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-360
Registered Owner:	KUHN'S BERMUDA AIR SERVICE	Rated Power:	180 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Dusk
Observation Facility, Elevation:	BLH ,397 ft msl	Distance from Accident Site:	24 Nautical Miles
Observation Time:	16:54 Local	Direction from Accident Site:	245°
Lowest Cloud Condition:	Unknown / 12000 ft AGL	Visibility	30 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	30°C / 10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	BLYTHE , CA (BLH)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	QUARTZSIVE	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	2000 ft	VFR Approach/Landing:	Precautionary landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	33.659793,-114.230735(est)

Administrative Information

Investigator In Charge (IIC): Llorente, A.

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=24075>

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).