



Aviation Investigation Final Report

Location:	CARLSBAD, California	Accident Number:	LAX84LA211
Date & Time:	March 9, 1984, 16:27 Local	Registration:	N74862
Aircraft:	GRUMMAN AA-5B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT REPORTED THAT WHEN THE ACFT WAS ABOUT 10 FT AGL & HE WAS BEGINNING TO FLARE FOR A LANDING ON RWY 24, A SLIGHT GUST OF WIND CAUSED THE PLANE TO DRIFT TO THE EDGE OF THE RWY. THE PLT BEGAN CORRECTING FOR THE DRIFT, BUT THE PASSENGER GRABBED THE YOKE & PLACED HIS FEET FIRMLY ON THE RUDDER PEDALS. REPORTEDLY, THE PASSENGER 'FROZE ON THE CONTROLS.' THE PLT DIRECTED THE PASSENGER TO RELEASE THE CONTROLS & HIT HIM TWICE IN THE CHEST. AS THE ACFT CONTINUED TO VEER OFF COURSE, THE PASSENGER RELEASED THE CONTROLS, BUT BY THIS TIME, THE ACFT WAS HEADED TOWARD PARKED ACFT. ACCORDING TO THE PLT, THERE WAS INSUFFICIENT TIME & DISTANCE AVAILABLE TO CORRECT THE SITUATION. THE ACFT CRASHED INTO A CESSNA 182K, N2584F; A CESSNA 152, N24384; & A CESSNA 150, N63206. THE PASSENGER DID NOT REMEMBER GRABBING THE ACFT CONTROLS.

Probable Cause and Findings

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

Findings

Occurrence #1: MISCELLANEOUS/OTHER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) WEATHER CONDITION - UNFAVORABLE WIND
2. (F) WEATHER CONDITION - GUSTS
3. (F) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
4. (F) PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
5. (C) CONTROL INTERFERENCE - PERFORMED - PASSENGER
6. (F) OTHER PSYCHOLOGICAL CONDITION - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

7. (C) AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: LANDING

Findings

8. (F) OBJECT - AIRCRAFT PARKED/STANDING

Factual Information

Pilot Information

Certificate:	Private	Age:	49, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	September 10, 1982
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	285 hours (Total, all aircraft), 230 hours (Total, this make and model), 235 hours (Pilot In Command, all aircraft), 35 hours (Last 90 days, all aircraft), 17 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	GRUMMAN	Registration:	N74862
Model/Series:	AA-5B AA-5B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	AA5B0384
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	2400 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	225 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-360-A4K
Registered Owner:	CLIFTON L. PORTNOFF, M.D.,	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:	Day
Observation Facility, Elevation:	CRQ	Distance from Accident Site:	
Observation Time:	16:45 Local	Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	6 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	21°C
Precipitation and Obscuration:	N/A - None - Haze		
Departure Point:	EL MONTE , CA (EMT)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	VFR
Departure Time:	15:45 Local	Type of Airspace:	Class D;Class E

Airport Information

Airport:	MCCLELLAND-PALOMAR CRQ	Runway Surface Type:	Asphalt
Airport Elevation:	328 ft msl	Runway Surface Condition:	Dry
Runway Used:	24	IFR Approach:	None
Runway Length/Width:	4700 ft / 150 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	33.129676,-117.29914(est)

Administrative Information

Investigator In Charge (IIC):	Pollack, Wayne
Additional Participating Persons:	ROBERT GRISCOM; SAN DIEGO , CA
Original Publish Date:	
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=24196

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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](#).