



Aviation Investigation Final Report

Location:	FOLSOM, California	Accident Number:	LAX84LA399
Date & Time:	July 17, 1984, 05:30 Local	Registration:	N5752P
Aircraft:	PIPER PA-24-250	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious, 1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE ACFT WAS OBSERVED FLYING DOWN A RIVER AT A LOW ALTITUDE TOWARD THE MAIN BODY OF A LAKE. THE ACFT IMPACTED A 12 KV POWER LINE. THE PLT STATED THAT HE DID NOT SEE THE WIRES UNTIL AN INSTANT BEFORE IMPACT.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: MANEUVERING

Findings

1. LOW PASS - PERFORMED - PILOT IN COMMAND
 2. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 3. (F) OBJECT - WIRE, TRANSMISSION
 4. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Commercial	Age:	42, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider; Helicopter	Restraint Used:	
Instrument Rating(s):	Helicopter	Second Pilot Present:	No
Instructor Rating(s):	Glider	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	August 21, 1982
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	2020 hours (Total, all aircraft), 704 hours (Total, this make and model), 1874 hours (Pilot In Command, all aircraft), 42 hours (Last 90 days, all aircraft), 21 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N5752P
Model/Series:	PA-24-250 PA-24-250	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	24-827
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	May 19, 1984 Annual	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2740 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-540-A1A5
Registered Owner:	ROGER D. HARRIS	Rated Power:	250 Horsepower
Operator:		Operating Certificate(s) Held:	
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:	MHR ,76 ft msl	Distance from Accident Site:	13 Nautical Miles
Observation Time:	04:57 Local	Direction from Accident Site:	235°
Lowest Cloud Condition:	Scattered / 6000 ft AGL	Visibility	20 miles
Lowest Ceiling:	Broken / 10000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	22°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	GRASS VALLEY , CA (062)	Type of Flight Plan Filed:	None
Destination:	LODI , CA (103)	Type of Clearance:	None
Departure Time:	06:05 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	In-flight
Total Injuries:	1 Serious, 1 Minor	Latitude, Longitude:	38.670837,-121.140571(est)

Administrative Information

Investigator In Charge (IIC):	Schutte, Audrey
Additional Participating Persons:	THOMAS A ELLIOTT; SACRAMENTO , CA
Original Publish Date:	
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=24344

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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](#).