



# Aviation Investigation Final Report

|                                |                                      |                         |             |
|--------------------------------|--------------------------------------|-------------------------|-------------|
| <b>Location:</b>               | BATTLE MOUNTAIN, Nevada              | <b>Accident Number:</b> | LAX96LA018  |
| <b>Date &amp; Time:</b>        | October 21, 1995, 09:45 Local        | <b>Registration:</b>    | N1845A      |
| <b>Aircraft:</b>               | PIPER PA-22                          | <b>Aircraft Damage:</b> | Substantial |
| <b>Defining Event:</b>         |                                      | <b>Injuries:</b>        | 1 Minor     |
| <b>Flight Conducted Under:</b> | Part 91: General aviation - Personal |                         |             |

## Analysis

WHILE ON FINAL APPROACH FOR LANDING ON A DIRT ROAD LOCATED ON A PRIVATE RANCH, THE AIRCRAFT IMPACTED UTILITY TRANSMISSION LINES SUSPENDED 30 FEET ABOVE AND PERPENDICULAR TO THE ROAD. THE AIRCRAFT SEVERED THREE LINES AND TRAVELLED 140 FEET FURTHER BEFORE IMPACTING ON THE ROAD IN A FLAT ATTITUDE. ALL THREE LANDING GEAR COLLAPSED AND THE AIRCRAFT SLID OFF THE ROAD STRIKING A BARBED WIRE FENCE. THE AIRCRAFT CAME TO REST 240 FEET BEYOND THE TRANSMISSION LINES. THE PILOT WAS LOOKING AT THE AIRSPEED INDICATOR INSTRUMENT WHEN THE COLLISION OCCURRED.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's failure to see and avoid utility transmission wires suspended across the final approach flight path.

## Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

### Findings

1. OBJECT - WIRE, TRANSMISSION
2. (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

On October 21, 1995, at 0945 hours Pacific daylight time, a Piper PA-22, N1845A, collided with three utility transmission lines while on landing approach to a dirt road on a private ranch near Battle Mountain, Nevada. The aircraft was substantially damaged and the private pilot received minor injuries. The aircraft was privately owned and operated. The personal flight originated from a private ranch near Horseshoe Bend, Idaho, at 0830. Visual meteorological conditions prevailed at the time and no flight plan had been filed.

The pilot told investigators from the FAA's Reno Flight Standards District Office that prior to takeoff he had talked with the ranch owner who had advised him of two possible landing sites on the ranch. Upon arrival, the pilot visually confirmed that the main road was too rough and elected to land on the smaller road. He stated that he determined that surface winds were from the northwest and therefore, established a base leg for an approach to the west. As he rolled out on final approach, he noticed that the road had a slight bend and began to focus his attention on his touchdown point. As he continued his approach, he looked at the instrument panel to check his airspeed, and as he did so, the aircraft struck the utility lines that ran perpendicular to the road.

According to a Lander County Sheriff's Deputy, the aircraft severed three, 3/8-inch diameter utility lines suspended 30 feet above the road. It then continued to travel west an additional 140 feet before impacting on the road surface in a flat attitude. All three landing gear collapsed and the aircraft slid off the roadway to the left, striking a barbed wire fence with the left wing struts. The aircraft came to rest 240 feet beyond the utility lines.

### Pilot Information

|                                  |  |  |              |
|----------------------------------|--|--|--------------|
| <b>Certificate:</b>              | Private  | <b>Age:</b>                              | 33, Male     |
| <b>Airplane Rating(s):</b>       | Single-engine land   | <b>Seat Occupied:</b>                    | Left         |
| <b>Other Aircraft Rating(s):</b> | None   | <b>Restraint Used:</b>                   |              |
| <b>Instrument Rating(s):</b>     | None   | <b>Second Pilot Present:</b>             | No           |
| <b>Instructor Rating(s):</b>     | None   | <b>Toxicology Performed:</b>             | No           |
| <b>Medical Certification:</b>    | Class 3 Valid Medical--no waivers/lim.   | <b>Last FAA Medical Exam:</b>            | May 18, 1994 |
| <b>Occupational Pilot:</b>       | UNK  | <b>Last Flight Review or Equivalent:</b> |              |
| <b>Flight Time:</b>              | 106 hours (Total, all aircraft), 14 hours (Total, this make and model), 106 hours (Pilot In Command, all aircraft), 14 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft) |  |              |

## Aircraft and Owner/Operator Information

|                                      |                     |                                       |                 |
|--------------------------------------|---------------------|---------------------------------------|-----------------|
| <b>Aircraft Make:</b>                | PIPER               | <b>Registration:</b>                  | N1845A          |
| <b>Model/Series:</b>                 | PA-22 PA-22         | <b>Aircraft Category:</b>             | Airplane        |
| <b>Year of Manufacture:</b>          |                     | <b>Amateur Built:</b>                 |                 |
| <b>Airworthiness Certificate:</b>    | Normal              | <b>Serial Number:</b>                 | 22-1083         |
| <b>Landing Gear Type:</b>            | Tricycle            | <b>Seats:</b>                         | 4               |
| <b>Date/Type of Last Inspection:</b> | May 24, 1995 Annual | <b>Certified Max Gross Wt.:</b>       | 1950 lbs        |
| <b>Time Since Last Inspection:</b>   | 45 Hrs              | <b>Engines:</b>                       | 1 Reciprocating |
| <b>Airframe Total Time:</b>          | 2150 Hrs            | <b>Engine Manufacturer:</b>           | LYCOMING        |
| <b>ELT:</b>                          | Installed           | <b>Engine Model/Series:</b>           | O-290-D2        |
| <b>Registered Owner:</b>             | DEAN LARSON         | <b>Rated Power:</b>                   | 135 Horsepower  |
| <b>Operator:</b>                     | ERIC D. JOHNSON     | <b>Operating Certificate(s) Held:</b> | None            |
| <b>Operator Does Business As:</b>    |                     | <b>Operator Designator Code:</b>      |                 |

## Meteorological Information and Flight Plan

|   |                                  |   |                    |
|---|----------------------------------|---|--------------------|
| <b>Conditions at Accident Site:</b>     | Visual (VMC)                     | <b>Condition of Light:</b>                  | Day                |
| <b>Observation Facility, Elevation:</b> | B23 ,4532 ft msl                 | <b>Distance from Accident Site:</b>         | 150 Nautical Miles |
| <b>Observation Time:</b>                | 09:30 Local                      | <b>Direction from Accident Site:</b>        | 13°                |
| <b>Lowest Cloud Condition:</b>          | Scattered / 12000 ft AGL         | <b>Visibility</b>                           | 35 miles           |
| <b>Lowest Ceiling:</b>                  | Broken / 18000 ft AGL            | <b>Visibility (RVR):</b>                    |                    |
| <b>Wind Speed/Gusts:</b>                | 5 knots /                        | <b>Turbulence Type Forecast/Actual:</b>     | /                  |
| <b>Wind Direction:</b>                  | 150°                             | <b>Turbulence Severity Forecast/Actual:</b> | /                  |
| <b>Altimeter Setting:</b>               | 30 inches Hg                     | <b>Temperature/Dew Point:</b>               | 12°C / -1°C        |
| <b>Precipitation and Obscuration:</b>   | No Obscuration; No Precipitation |   |                    |
| <b>Departure Point:</b>                 | HORSESHOE BEND , ID              | <b>Type of Flight Plan Filed:</b>           | None               |
| <b>Destination:</b>                     |                                  | <b>Type of Clearance:</b>                   | None               |
| <b>Departure Time:</b>                  | 08:30 Local                      | <b>Type of Airspace:</b>                    | Class G            |

## Airport Information

|                             |   |                                  |                           |
|-----------------------------|---|----------------------------------|---------------------------|
| <b>Airport:</b>             |   | <b>Runway Surface Type:</b>      | Dirt                      |
| <b>Airport Elevation:</b>   |   | <b>Runway Surface Condition:</b> | Dry                       |
| <b>Runway Used:</b>         | 0 | <b>IFR Approach:</b>             | None                      |
| <b>Runway Length/Width:</b> |   | <b>VFR Approach/Landing:</b>     | Full stop;Traffic pattern |

## Wreckage and Impact Information

|                            |         |                             |                            |
|----------------------------|---------|-----------------------------|----------------------------|
| <b>Crew Injuries:</b>      | 1 Minor | <b>Aircraft Damage:</b>     | Substantial                |
| <b>Passenger Injuries:</b> |         | <b>Aircraft Fire:</b>       | None                       |
| <b>Ground Injuries:</b>    | N/A     | <b>Aircraft Explosion:</b>  | None                       |
| <b>Total Injuries:</b>     | 1 Minor | <b>Latitude, Longitude:</b> | 40.469306,-117.030105(est) |

## Administrative Information

|  |   |
|--|---|
| <b>Investigator In Charge (IIC):</b>     | Parker, Richard   |
| <b>Additional Participating Persons:</b> | ROBERT WAGNER; RENO , NV  |
| <b>Original Publish Date:</b>            | January 29, 1996  |
| <b>Last Revision Date:</b>               |   |
| <b>Investigation Class:</b>              | <a href="#">Class</a>   |
| <b>Note:</b>                             |   |
| <b>Investigation Docket:</b>             | <a href="https://data.ntsb.gov/Docket?ProjectID=29314">https://data.ntsb.gov/Docket?ProjectID=29314</a> |

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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](#).