



Aviation Investigation Final Report

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| Location: | AGUANGA, California | Accident Number: | LAX98LA137 |
| Date & Time: | April 17, 1998, 20:05 Local | Registration: | N28565 |
| Aircraft: | Grumman American AA5B | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 1 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

The maintenance technician/pilot was returning the airplane to its owner located on a private airstrip after an annual inspection. He stated that he entered the traffic pattern by overflying the airport at 2000 (dusk), and entering on the 45 for the downwind to runway 28. As he lined up with the runway he said that he looked down at the airspeed indicator and heard a 'kunk,' at which point he noticed that the propeller had stopped. The pilot then noticed some power lines in his path, and at the same time he noticed the runway lights flicker and go out. A postaccident examination of the airplane revealed a 3- to 4-inch gash in the spinner and some marks on one propeller blade, which the pilot said 'looked like it had scraped on something.' The pilot reported 'apparently there are two rows of power lines and somehow I hit a wire on the first row.' A maintenance worker reported that none of the power lines were broken, but one had been pulled out of its support. There were no charts or publications available to the pilot to warn him of the power lines. There were no visible displaced threshold markings on the dirt strip to indicate an obstructed 20:1 or 3-degree approach to runway 28. The runway had nonstandard lighting with six red/green lights at both thresholds. Official sunset had occurred about 1924.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the lack of available published information regarding obstructions and nonstandard lighting at the private airport, and the lack of a lighted and properly marked displaced threshold.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: APPROACH

Findings

1. LIGHT CONDITION - DUSK
2. (F) OBJECT - WIRE, TRANSMISSION
3. (C) AIRPORT/FACILITIES - INADEQUATE
4. (C) INFORMATION - UNAVAILABLE - PILOT IN COMMAND

Factual Information

On April 17, 1998, about 2005 hours Pacific daylight time, a Grumman American AA5B, N28565, operated by the pilot, was substantially damaged following a wire strike on approach to runway 28, Lake Riverside Estates Airport, Aguanga, California. The pilot was not injured. Visual meteorological conditions prevailed for the 14 CFR Part 91 personal flight and no flight plan was filed. The flight originated at Lancaster, California, at 1915 hours.

The maintenance technician/pilot was returning the airplane to its owner located on the private airstrip after an annual inspection. He stated that he entered the traffic pattern by overflying the airport and entering on the 45 for the downwind and runway 28. As he lined up with the runway, he said that he looked down at the airspeed indicator and heard a "kunk," at which point he noticed the propeller had stopped. He then noticed some power lines in his path and at the same time he noticed the runway lights flicker and go out.

A postaccident examination of the airplane revealed a 3- to 4-inch gash in the spinner and some marks on one propeller blade, which the pilot said "looked like it had scraped on something." The pilot reported "apparently there are two rows of power lines and somehow I hit a wire on the first row." A maintenance worker looked at the power lines on the first row furthest from the runway and reported that none of the power lines were broken, but one had been pulled out of its support.

The pilot confirmed that the sun had set and it was dusk. He said he had no knowledge of wires on the approach. Neither the Los Angeles sectional chart nor his publications mentioned or illustrated wires in the vicinity of the runway. He also stated that there were no displaced threshold markings of any type to indicate obstructions in the 20:1 or 3-degree approach slope to runway 28.

Information about the private Lake Riverside Estates Airport was not found in the current Flight Guide or the AOPA Airport Directory. Information was obtained from a member of the airport committee, and according to him, there are two sets of wires. The farthest set of wires from the runway threshold is 1,300 feet, and the nearest set is 700 feet from the threshold. Runway 28 has a 1,000-foot displaced threshold. The way the displaced threshold is marked on the dirt runway was not reported.

A Federal Aviation Administration (FAA) Airport Master Record, form 5010-1, was obtained from the Airports Division. The airport data form provided limited information and had never actually been inspected by an FAA inspector because of the private status. According to the data for runways 10/28, runway 28 has ball marked power lines within 300 feet of the threshold. It also indicates that the runway has nonstandard lighting with six red/green lights at each threshold. There is no mention of a displaced threshold for a clear 20:1 approach on

either runway 28 or 10.

According to a Safety Board Sun/Moon program, official sunset had occurred at 1924.

Pilot Information

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| Certificate: | Private | Age: | 47, 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-w/ waivers/lim | Last FAA Medical Exam: | March 9, 1998 |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | |
| Flight Time: | 1085 hours (Total, all aircraft), 1051 hours (Total, this make and model) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|-----------------------|---------------------------------------|-----------------|
| Aircraft Make: | Grumman American | Registration: | N28565 |
| Model/Series: | AA5B AA5B | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | AA5B0684 |
| Landing Gear Type: | Tricycle | Seats: | 4 |
| Date/Type of Last Inspection: | April 17, 1998 Annual | Certified Max Gross Wt.: | 2400 lbs |
| Time Since Last Inspection: | 2 Hrs | Engines: | 1 Reciprocating |
| Airframe Total Time: | 2099 Hrs | Engine Manufacturer: | Lycoming |
| ELT: | Installed | Engine Model/Series: | O-360-A4K |
| Registered Owner: | LOUIS F. JOHNSON | Rated Power: | 180 Horsepower |
| Operator: | | Operating Certificate(s) Held: | None |
| Operator Does Business As: | | Operator Designator Code: | |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|----------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Dusk |
| Observation Facility, Elevation: | | Distance from Accident Site: | |
| Observation Time: | | Direction from Accident Site: | |
| Lowest Cloud Condition: | Clear | Visibility | 25 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 0° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | | Temperature/Dew Point: | |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | LANCASTER , CA (WJF) | Type of Flight Plan Filed: | None |
| Destination: | (NONE) | Type of Clearance: | None |
| Departure Time: | 19:15 Local | Type of Airspace: | Class G |

Airport Information

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|-----------------------------|----------------------------|----------------------------------|-----------|
| Airport: | LAKE RIVERSIDE ESTATES 4LO | Runway Surface Type: | Dirt |
| Airport Elevation: | 3410 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 28 | IFR Approach: | None |
| Runway Length/Width: | 3500 ft / 100 ft | VFR Approach/Landing: | Full stop |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|----------------------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 1 None | Latitude, Longitude: | 33.500648,-116.810012(est) |

Administrative Information

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| Investigator In Charge (IIC): | Petterson, George |
| Additional Participating Persons: | DENNIS PARR; RIVERSIDE , CA |
| Original Publish Date: | March 31, 2000 |
| Last Revision Date: | |
| Investigation Class: | Class |
| Note: | |
| Investigation Docket: | https://data.nts.gov/Docket?ProjectID=30069 |

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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](#).