



Aviation Investigation Final Report

Location:	Spicewood, Texas	Accident Number:	FTW02CA207
Date & Time:	July 13, 2002, 10:40 Local	Registration:	N358RW
Aircraft:	Gulfstream American AA-5B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot had never been to the airport he intended to land at and so he requested and received directions from air traffic control. The pilot mistook a road for the runway and landed the airplane on the road. During the landing roll, the airplane hit a rise in the road, veered left and struck 12 fence posts, damaging both wings and the right horizontal stabilizer, before coming to rest upright beside the road.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's failure to maintain directional control during landing roll.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. TERRAIN CONDITION - ROUGH/UNEVEN
 2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

3. OBJECT - FENCE POST

Factual Information

On July 13, 2002, at 1040 central daylight time, a Gulfstream American AA-5B single-engine airplane, N358RW, was substantially damaged when it collided with fence posts during landing on a road near Spicewood, Texas. The airplane was registered to and operated by the pilot. The private pilot, sole occupant of the airplane, was not injured. Visual meteorological conditions prevailed, and a VFR flight plan was filed and activated for the 14 Code of Federal Regulations Part 91 personal flight. The cross-country flight originated from Graham, Texas, at 0900, and was destined for the Spicewood Airport (88R).

While en route, the pilot contacted Austin Approach Control and stated that "this was [his] first time into Spicewood and would appreciate advisories." The controller advised the pilot that Spicewood was at 165 degrees (this was also the airplane's heading) and 12 miles, and then advised the pilot when the airplane was 8 miles from Spicewood. The pilot confirmed this with his global positioning system (GPS). The pilot notified Austin approach that he "thought [he] had Spicewood in sight and was beginning a descent." The pilot changed radio frequencies to Spicewood's common traffic advisory frequency, but did not reconfirm his location with his GPS since he thought he had Spicewood in sight. "What [he] actually was seeing was County Road 410, which runs north and south adjacent to Lakeside Beach grass landing strip." An 8 foot tall exotic animal fence was being constructed between the road and the grass strip, and "thinking that the road was Spicewood, [he] landed." During the landing roll, at a speed of 50 knots, the airplane "hit a small rise in the road, which caused [the airplane] to swerve left." The airplane's left wing tip struck a fence post and the airplane continued to veer left. The airplane struck 12 posts before coming to rest upright on the grass strip. Both wings and the right horizontal stabilizer sustained structural damage.

Pilot Information

Certificate:	Private	Age:	72, 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:	January 22, 2001
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	520 hours (Total, all aircraft), 375 hours (Total, this make and model), 420 hours (Pilot In Command, all aircraft), 25 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Gulfstream American	Registration:	N358RW
Model/Series:	AA-5B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	AA5B1066
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	November 8, 2001 Annual	Certified Max Gross Wt.:	2400 lbs
Time Since Last Inspection:	33.25 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1149.28 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-360-A4K
Registered Owner:	Willis L. Nicklas	Rated Power:	180 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	225°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	28°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Graham, TX (E15)	Type of Flight Plan Filed:	VFR
Destination:	Spicewood, TX (88R)	Type of Clearance:	VFR
Departure Time:	09:00 Local	Type of Airspace:	Class G

Wreckage and Impact Information

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:	30.501111,-98.146942

Administrative Information

Investigator In Charge (IIC):	Wigington, Doug
Additional Participating Persons:	Carlos F Gallardo; FAA FSDO; San Antonio, TX
Original Publish Date:	November 4, 2002
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=55220

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