



Aviation Investigation Final Report

Location:	Arroyo Grande, California	Accident Number:	LAX08CA006
Date & Time:	October 7, 2007, 12:00 Local	Registration:	N9620Z
Aircraft:	Aviat A-1	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot was landing in a field owned by an acquaintance, and nearing touchdown, the main landing gear contacted the top of a wire fence and the left wing impacted a wooden fence post. When the airplane settled on the ground, both landing gears collapsed and the propeller impacted the ground. The airplane came to rest about 25 feet past the fence. The pilot said there were no preimpact mechanical malfunctions or failures.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's misjudged altitude and distance on the approach that led to an undershoot and inadequate obstacle clearance.

Findings

Occurrence #1: UNDERSHOOT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (C) DISTANCE/ALTITUDE - MISJUDGED - PILOT IN COMMAND
 2. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
 3. (C) ALTITUDE/CLEARANCE - INADEQUATE - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

4. OBJECT - FENCE

Factual Information

On October 7, 2007, about 1200 Pacific daylight time, an Aviat A-1 Husky, N9620Z, collided with a fence during landing at a private airstrip near Arroyo Grande, California. The pilot was operating the airplane under the provisions of 14 CFR Part 91. The private pilot was not injured; the airplane sustained substantial damage. The local personal flight departed Santa Maria Public Airport, Santa Maria, California, about 1124, with a planned destination of the airstrip in Arroyo Grande. Visual meteorological conditions prevailed, and no flight plan had been filed.

In a written report to the National Transportation Safety Board, the pilot stated that he intended on landing in a field owned by an acquaintance. At 5 feet above ground level, the main landing gear contacted the top of a wire fence and the left wing impacted a wooden fence post. When the airplane settled on the ground, both landing gears collapsed and the propeller impacted the ground. The airplane came to rest about 25 feet past the fence. The airplane sustained substantial damage including twisting damage to the fuselage frame. The pilot reported no preimpact mechanical malfunctions or failures with the airframe or engine.

Pilot Information

Certificate:	Private	Age:	80, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
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 With waivers/limitations	Last FAA Medical Exam:	January 1, 2006
Occupational Pilot:	No	Last Flight Review or Equivalent:	February 1, 2007
Flight Time:	4276 hours (Total, all aircraft), 1890 hours (Total, this make and model), 32 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Aviat	Registration:	N9620Z
Model/Series:	A-1	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1195
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	June 1, 2007 Annual	Certified Max Gross Wt.:	1850 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1890 Hrs at time of accident	Engine Manufacturer:	Textron Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-360-C1G
Registered Owner:	On file	Rated Power:	180 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	SBP,121 ft msl	Distance from Accident Site:	13 Nautical Miles
Observation Time:	11:56 Local	Direction from Accident Site:	90°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.07 inches Hg	Temperature/Dew Point:	26°C / -4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Santa Maria, CA (SMX)	Type of Flight Plan Filed:	None
Destination:	Arroyo Grande, CA (NONE)	Type of Clearance:	None
Departure Time:	11:24 Local	Type of Airspace:	

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:	

Administrative Information

Investigator In Charge (IIC):	Plagens, Howard
Additional Participating Persons:	William Dime; Federal Aviation Administration; San Jose, CA
Original Publish Date:	November 29, 2007
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=66857

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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](#).