



# Aviation Investigation Final Report

<b>Location:</b>	BERMUDA DUNES, California	<b>Accident Number:</b>	LAX82FUG14
<b>Date &amp; Time:</b>	July 15, 1982, 05:35 Local	<b>Registration:</b>	N7115L
<b>Aircraft:</b>	GRUMMAN AA-5	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 Serious, 1 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

IMMEDIATELY AFTER TAKEOFF THE ENG LOST POWER & THE ACFT WAS UNABLE TO MAINTAIN LEVEL FLT. THE ACFT LANDED IN SAND DUNES AND FLIPPED OVER. DURING A SUBSEQUENT ENG RUN IT WAS NOTED THAT THE ENG RAN NORMALLY AT LOW POWER SETTINGS BUT AT TAKEOFF POWER SETTINGS IT DEVELOPED AN APPARENT IGNITION PROBLEM IN THAT THE ENG MISFIRED & SURGED. INSPECTION REVEALED THAT THE RIGHT MAGNETO WAS NOT DEVELOPING SUFFICIENT VOLTAGE OUTPUT. THE RECOMMENDED SERVICE LIFE OF THE MAGNETO IS 900 HOURS & IT APPEARED THIS MAGNETO WAS IN SERVICE FOR 1897 HOURS.

## Probable Cause and Findings

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

### Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation: TAKEOFF - INITIAL CLIMB

#### Findings

1. (C) IGNITION SYSTEM,MAGNETO - ERRATIC
2. (C) IGNITION SYSTEM,MAGNETO - FAILURE,PARTIAL
3. (C) IGNITION SYSTEM,MAGNETO - OUTPUT LOW
4. (F) MAINTENANCE,REPLACEMENT - NOT PERFORMED - COMPANY MAINTENANCE PERSONNEL

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Occurrence #2: FORCED LANDING  
Phase of Operation: LANDING - FLARE/TOUCHDOWN  
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Occurrence #3: COMPLETE GEAR COLLAPSED  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

5. (F) TERRAIN CONDITION - LOOSE GRAVEL/SANDY
  6. (F) TERRAIN CONDITION - SOFT
  7. LANDING GEAR,MAIN GEAR - OVERLOAD
  8. LANDING GEAR,MAIN GEAR - FAILURE,TOTAL
  9. LANDING GEAR,NOSE GEAR - OVERLOAD
  10. LANDING GEAR,NOSE GEAR - FAILURE,TOTAL
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Occurrence #4: NOSE OVER  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	46, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>		<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-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	June 28, 1982
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	481 hours (Total, all aircraft), 22 hours (Total, this make and model), 376 hours (Pilot In Command, all aircraft), 17 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	GRUMMAN	<b>Registration:</b>	N7115L
<b>Model/Series:</b>	AA-5 AA-5	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	L3459327A
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	2200 lbs
<b>Time Since Last Inspection:</b>	0 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1898 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	O-320-E2G
<b>Registered Owner:</b>	J. L. DAVENPORT	<b>Rated Power:</b>	160 Horsepower
<b>Operator:</b>	J. L. DAVENPORT	<b>Operating Certificate(s) Held:</b>	
<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>	Dawn
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	20 miles
<b>Lowest Ceiling:</b>	Unknown	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	340°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	71°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	BERMUDA DUNES , CA	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	SHERIDAN , WY	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	05:33 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	BERMUDA DUNES	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	0 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	29	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	4030 ft / 150 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Serious, 1 Minor	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 Serious, 1 Minor	<b>Latitude, Longitude:</b>	

## Administrative Information

**Investigator In Charge (IIC):**

**Additional Participating Persons:**

**Original Publish Date:** July 15, 1983

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=69932>

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