



National Transportation Safety Board Aviation Accident Final Report

Location:	LOST HILLS, CA	Accident Number:	LAX93LA059
Date & Time:	12/02/1992, 1814 PST	Registration:	N5405S
Aircraft:	PIPER PA-28-140	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 Serious

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE FLIGHT DEPARTED WITH 10 GALLONS OF FUEL TOWARD A MOUNTAINOUS AREA DURING A DARK NIGHT. WHILE ENROUTE THE PILOT BECAME LOST AND DISORIENTED. HE CONTACTED THE TRACON AND REPORTED A LOW FUEL STATE. THE CONTROLLER VECTORED THE FLIGHT TO THE NEAREST AIRPORT. THE PILOT COULD NOT IDENTIFY THE AIRPORT OR TURN ON THE RUNWAY LIGHTS WHILE CIRCLING OVER THE AIRPORT. IN AN ATTEMPT TO IDENTIFY THE AIRPORT, THE PILOT DESCENDED TOWARD THE AIRPORT. DURING THE DESCENT THE AIRPLANE STRUCK SOME POWER LINES. THERE WAS NO POST IMPACT FIRE ALTHOUGH THE TWO PASSENGERS SUSTAINED BURNS ON THEIR ARMS FROM THE SEVERED POWER LINES. THE INVESTIGATION REVEALED THAT THE RUNWAY LIGHTS ACTIVATED NORMALLY BY CLICKING THE MICROPHONE USING THE COMMON TRAFFIC ADVISORY FREQUENCY AS INDICATED IN THE AIRPORT/FACILITY DIRECTORY.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S POOR PREFLIGHT PLANNING/PREPARATION, POOR FUEL CONSUMPTION CALCULATIONS, AND DELAY IN EFFECTING ANY REMEDIAL ACTION. CONTRIBUTING TO THIS ACCIDENT WAS THE PILOT INADVERTENTLY BECOMING LOST/DISORIENTED AND THE DARK NIGHT.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Findings

1. OBJECT - WIRE, TRANSMISSION
2. (C) PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
3. (C) FUEL CONSUMPTION CALCULATIONS - POOR - PILOT IN COMMAND
4. (F) LIGHT CONDITION - DARK NIGHT
5. (F) BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
6. (C) REMEDIAL ACTION - DELAYED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

7. TERRAIN CONDITION - OPEN FIELD

Factual Information

Pilot Information

Certificate:	Private	Age:	35, 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--no waivers/lim.	Last FAA Medical Exam:	01/25/1991
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	450 hours (Total, all aircraft), 200 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N5405S
Model/Series:	PA-28-140 PA-28-140	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal; Utility	Serial Number:	28-7125110
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	01/02/2000, Unknown	Certified Max Gross Wt.:	2050 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-320
Registered Owner:	HIXSON, ROBERT W.	Rated Power:	160 hp
Operator:	HIXSON, ROBERT W.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	BFL, 507 ft msl	Distance from Accident Site:	25 Nautical Miles
Observation Time:	1823 PST	Direction from Accident Site:	90°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	30 Miles
Lowest Ceiling:	Broken / 14000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	20°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	14° C / 1° C
Precipitation and Obscuration:			
Departure Point:	DINUBA, CA (010)	Type of Flight Plan Filed:	None
Destination:	OCEANO, CA (L52)	Type of Clearance:	None
Departure Time:	1644 PST	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	2 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 Serious	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	A. D Llorente	Report Date:	08/30/1993
Additional Participating Persons:	ASI JIM SHAMP; FRESNO, CA		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).