



National Transportation Safety Board Aviation Accident Final Report

Location:	FREMONT, CA	Accident Number:	LAX89LA258
Date & Time:	08/01/1989, 2100 PDT	Registration:	N5298B
Aircraft:	CESSNA 152	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

AFTER TAKING OFF FROM AN AIRPORT DURING THE HOURS OF DAYLIGHT, THE PILOT RETURNED DURING THE HOURS OF DARKNESS AND ATTEMPTED TO LAND ON A RUNWAY THAT DID NOT HAVE RUNWAY LIGHTS INSTALLED. HE LANDED IN A DITCH THAT PARALLELED THE RUNWAY, WHICH SUBSTANTIALLY DAMAGED THE AIRCRAFT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S IMPROPER INFLIGHT DECISION TO LAND ON AN UNLIGHTED RUNWAY DURING THE HOURS OF DARKNESS. DARKNESS AND THE LACK OF RUNWAY LIGHTS WERE RELATED FACTORS.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) TERRAIN CONDITION - DITCH
2. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. (F) LIGHT CONDITION - DARK NIGHT
4. (F) AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - UNAVAILABLE

Factual Information

Pilot Information

Certificate:	Private	Age:	31, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Unknown
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:	04/12/1990
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	600 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N5298B
Model/Series:	152 152	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	15283830
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:	0 Hours	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, activated	Engine Model/Series:	O-235-L2C
Registered Owner:		Rated Power:	110 hp
Operator:	HARMATA, JULIE	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	SJC, 56 ft msl	Distance from Accident Site:	7 Nautical Miles
Observation Time:	2145 PDT	Direction from Accident Site:	166°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Light and Variable /	Turbulence Type Forecast/Actual:	/
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:			
Departure Point:	(4CA7)	Type of Flight Plan Filed:	None
Destination:	(4CA7)	Type of Clearance:	None
Departure Time:	1900 PDT	Type of Airspace:	

Airport Information

Airport:	FREMONT (4CA7)	Runway Surface Type:	Gravel
Airport Elevation:	4 ft	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	2310 ft / 40 ft	VFR Approach/Landing:	

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	JAMES A WALL	Report Date:	06/30/1992
Additional Participating Persons:	STEEVE LEEPER; OAKLAND, 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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).