



National Transportation Safety Board Aviation Accident Final Report

Location:	Quartzsite, AZ	Accident Number:	LAX03LA080
Date & Time:	02/01/2003, 1110 TL	Registration:	N6106V
Aircraft:	Beech S-35	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The airplane collided with a car crossing the runway. After the airplane touched down on the dirt strip, a car pulled out to cross the runway. The pilot attempted to go around but the left main gear hit the car and sheared off. The airplane skidded down the runway and veered off to the left, which resulted in substantial damage to the wing and fuselage. The airstrip was marked with "stop" and "landing area" signs; however, the car did not stop before crossing the airstrip.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The driver of the vehicle did not stop prior to crossing the airstrip as directed by airstrip signage.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: LANDING - ABORTED

Findings

1. OBJECT - VEHICLE
2. (C) PROCEDURES/DIRECTIVES - NOT COMPLIED WITH - DRIVER OF VEHICLE
3. EVASIVE MANEUVER - ATTEMPTED - PILOT IN COMMAND

Factual Information

On February 1, 2003, at 1110 mountain standard time, a Beech S-35, N6106V, collided with a car crossing the runway at Desert Gardens Airstrip, Quartzsite, Arizona. The pilot/owner was operating the airplane under the provisions of 14 CFR Part 91. The private pilot and one passenger were not injured; the airplane sustained substantial damage. The personal flight departed Palomar Airport, Carlsbad, California, about 1000 Pacific standard time. Visual meteorological conditions prevailed during the flight and no flight plan had been filed.

The pilot stated that he flew from Montgomery Field, San Diego, California, to Carlsbad, and then filed IFR to Blythe, California. He arrived at Blythe, canceled his IFR flight plan, and continued on to Desert Gardens Airstrip (a dirt strip). A road crosses the runway, and a car pulled out to cross the runway. The pilot touched down and saw the car. He tried to go around, but the left main gear hit the car and sheared off. The airplane skidded down the runway and veered off to the left, which resulted in substantial damage to the wing and fuselage.

In a telephone conversation with the National Transportation Safety Board investigator, the airstrip owner stated that the airstrip was marked with "stop" and "landing area" signs; however, the car did not stop before crossing the airstrip. As the car crossed the airstrip, it stopped. The owner further reported that the road crossing the airstrip was closed as a result of the accident.

Pilot Information

Certificate:	Private	Age:	69, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	07/02/2002
Occupational Pilot:		Last Flight Review or Equivalent:	02/08/2001
Flight Time:	1504 hours (Total, all aircraft), 1402 hours (Total, this make and model), 1504 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N6106V
Model/Series:	S-35	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	D-7966
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	02/12/2002, Annual	Certified Max Gross Wt.:	3300 lbs
Time Since Last Inspection:	100 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3550 Hours as of last inspection	Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-550-B4
Registered Owner:	Paul E.Thomas	Rated Power:	300 hp
Operator:	Paul E.Thomas	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KBLH, 397 ft msl	Distance from Accident Site:	24 Nautical Miles
Observation Time:	1056 PST	Direction from Accident Site:	20°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.98 inches Hg	Temperature/Dew Point:	31° C / 3° C
Precipitation and Obscuration:			
Departure Point:	Carlsbad, CA (KCRQ)	Type of Flight Plan Filed:	VFR/IFR
Destination:	Quartzsite, AZ (PVT)	Type of Clearance:	None
Departure Time:	1000 PST	Type of Airspace:	Class G

Airport Information

Airport:	Desert Gardens Airstrip (PVT)	Runway Surface Type:	Dirt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	090	IFR Approach:	None
Runway Length/Width:	2900 ft / 100 ft	VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	33.000000, -114.000000

Administrative Information

Investigator In Charge (IIC):	HOWARD D PLAGENS	Report Date:	09/01/2004
Additional Participating Persons:	Ron Rosenhahn; Federal Aviation Administration; Scottsdale, AZ		
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/ .		

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