



May 12, 2026

TO: [REDACTED] – Riverside FSDO/Greg Hughes – NTSB
FROM: [REDACTED] – Airport Manager – Flabob Airport (KRIR)

SUBJECT: American Grumman AA5 (N5832L) Accident Off RWY 24 at KRIR May 11, 2026 at 8:30pm

REPORT:

8:45pm – Monday May 26, 2026, I received a call regarding an aircraft (Grumman American AA5) that crashed while attempting to land on Runway 24 here at Flabob Airport (KRIR).

9:07pm – I arrived at Flabob Airport (KRIR). Fire Department had already left and a Sheriff was the only one remaining. There were no injuries or fatalities. The aircraft was located about a 1/3 the way down on the southside of RWY 24. It appeared the aircraft missed the runway completely and landed in the rough ground just to the south of the runway. The nose gear as well as the left main gear had been detached as a result of the accident. The propeller was severely damaged – left blade damaged more than the right. From my point of view, the damage to the aircraft is beyond repair. Both wings as well as the fuselage.

9:19pm – With [REDACTED] on speaker phone, the pilot involved and I could hear his input. Upon that conversation, the pilot stated that he was attempting to get night current and the accident occurred b/c he was attempting to land even though he could not activate the pilot-controlled runway lights. I explained to the pilot involved as well as to [REDACTED] that Flabob Airport is closed Sunset-Sunrise as stated in the NOTAM for the airport. Upon directions from [REDACTED], we took photos of the wreck and had the approval to move the aircraft b/c its location was only 10' from the runway. Leaving the aircraft that close to the runway could potentially cause further incidents due to the proximity of the aircraft to the runway.

10:48pm – The aircraft involved in the accident had been removed from the wreck site and re-located to the "triangle" – north of the taxiway. We picked up the remain pieces (nose gear, left main gear, wheel pant) and placed them beside the wreck.

SYNOPSIS:

From what I gathered from the pilot involved in the accident. He was attempting night landings at Flabob Airport even though the airport is NOTAM closed SS-SR. He was flying base around Mt. Rubidoux to set himself up for a long final for RWY 24. Even though he could not activate the Pilot-Controlled Runway Lighting, he still attempted to land. The aircraft touched down in the rough dirt just to the south of RWY 24. During the roll-out, the aircraft spun and that is when the left-main gear, nose-gear, and the prop-strike had occurred. The pilot was unharmed and after the accident had settled – the pilot then turned FUEL OFF as well as MAGS OFF and any electrical items