



National Transportation Safety Board Aviation Accident Final Report

Location:	TRUCKEE, CA	Accident Number:	LAX91LA064
Date & Time:	01/01/1991, 1205 PST	Registration:	N1641R
Aircraft:	GRUMMAN AA1B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE PILOT OF A GRUMMAN AA1B, EXPERIENCED A LOSS OF CONTROL WHILE LANDING. THE PILOT STATED HE FLARED TOO HIGH AND FAILED TO ADD POWER IN TIME TO SOFTEN THE LANDING. THE AIRCRAFT EXITED THE LEFT SIDE OF THE RUNWAY INTO A SNOW BANK AND NOSED OVER.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: 1) THE PILOTS IMPROPER FLARE MANEUVER; 2) HIS FAILURE TO PERFORM A BOUNCED LANDING RECOVERY; AND 3) HIS FAILURE TO MAINTAIN DIRECTIONAL CONTROL OF THE AIRCRAFT.

Findings

Occurrence #1: HARD LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) FLARE - MISJUDGED - PILOT IN COMMAND
2. (C) RECOVERY FROM BOUNCED LANDING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING - ROLL

Findings

3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3: NOSE OVER

Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Private	Age:	36, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	10/26/1989
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	221 hours (Total, all aircraft), 190 hours (Total, this make and model), 183 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	GRUMMAN	Registration:	N1641R
Model/Series:	AA1B AA1B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	0641
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	01/02/2000, Unknown	Certified Max Gross Wt.:	1560 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-235-C2C
Registered Owner:	JOEL W. BURNSD	Rated Power:	108 hp
Operator:	JOEL W. BURNSD	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	TRK, 5900 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	1205 PST	Direction from Accident Site:	1°
Lowest Cloud Condition:	Thin Broken / 18000 ft agl	Visibility	30 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	LINCOLN, CA (051)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1100 PST	Type of Airspace:	

Airport Information

Airport:	TRUCKEE (TRK)	Runway Surface Type:	Asphalt
Airport Elevation:	5900 ft	Runway Surface Condition:	Dry
Runway Used:	28	IFR Approach:	None
Runway Length/Width:	6401 ft / 100 ft	VFR Approach/Landing:	Full Stop

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:	

Administrative Information

Investigator In Charge (IIC):	George E Petterson	Report Date:	02/08/1993
Additional Participating Persons:	RICHARD JONES; RENO, NV		
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](#).