



# National Transportation Safety Board Aviation Accident Final Report

---

<b>Location:</b>	DEXTER, MI	<b>Accident Number:</b>	CHI91LA204
<b>Date &amp; Time:</b>	07/01/1991, 1930 EDT	<b>Registration:</b>	N5713L
<b>Aircraft:</b>	AMERICAN AA-1	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	2 Minor

**Flight Conducted Under:** Part 91: General Aviation - Personal

---

## Analysis

A PRIVATE PILOT LANDED LONG AND FAST ON A 2085 FOOT SOD STRIP, BOUNCED AND APPLIED POWER TO ABORT THE LANDING. THE AIRPLANE DRAGGED THROUGH CORN AND LOW TREETOPS PAST RUNWAY END, LOSING SPEED. THE AIRPLANE STALLED INTO A HIGHER TREELINE BEYOND.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S DELAY IN ABORTING THE LANDING. A FACTOR IN THE ACCIDENT WAS HIS EXCESSIVE SPEED ON FINAL APPROACH.

## Findings

---

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

### Findings

1. (F) AIRSPEED - EXCESSIVE - PILOT IN COMMAND
2. PROPER TOUCHDOWN POINT - NOT OBTAINED - PILOT IN COMMAND
3. TERRAIN CONDITION - CROP
4. (C) ABORTED LANDING - DELAYED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: LANDING - ABORTED

### Findings

5. OBJECT - TREE(S)
6. CLIMB - NOT POSSIBLE

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	41, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	07/12/1990
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	90 hours (Total, all aircraft), 10 hours (Total, this make and model), 15 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	AMERICAN	<b>Registration:</b>	N5713L
<b>Model/Series:</b>	AA-1 AA-1	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	AA1-0113
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	01/02/2000, Annual	<b>Certified Max Gross Wt.:</b>	1465 lbs
<b>Time Since Last Inspection:</b>	27 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2696 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-320-E2D
<b>Registered Owner:</b>	JOSEPH A. EGAN	<b>Rated Power:</b>	150 hp
<b>Operator:</b>	JOSEPH A. EGAN	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ARB, 839 ft msl	Distance from Accident Site:	13 Nautical Miles
Observation Time:	1745 EDT	Direction from Accident Site:	160°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	Broken / 8000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	ANN ARBOR, MI (ARB)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1920 EDT	Type of Airspace:	Class G

## Airport Information

Airport:	CACKLEBERRY (2M19)	Runway Surface Type:	Grass/turf
Airport Elevation:	890 ft	Runway Surface Condition:	Dry
Runway Used:	24	IFR Approach:	None
Runway Length/Width:	2085 ft / 100 ft	VFR Approach/Landing:	Go Around; Traffic Pattern

## Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Destroyed
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):	J. R Vallaster	Report Date:	03/31/1993
Additional Participating Persons:	FRANK A BURGER; BELLEVILLE, MI BURT L SILLS; BELLEVILLE, MI		
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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](#).