



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	ROBINSON, TX	<b>Accident Number:</b>	FTW85LA276
<b>Date &amp; Time:</b>	07/02/1985, 1600 CDT	<b>Registration:</b>	N8995L
<b>Aircraft:</b>	GRUMMAN AA1B	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor, 1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

SHORTLY AFTER TAKEOFF THE PLT EXPERIENCED A LOSS OF PWR. UNABLE TO GLIDE TO A SUITABLE LANDING AREA, A FORCED LANDING WAS ATTEMPTED IN TALL CORN. THE ACFT NOSED OVER SUSTAINING SUBSTANTIAL DAMAGE. SUBSEQUENT EXAM REVEALED THAT THE CARBURETOR FLOAT HAD BECOME SATURATED WITH FUEL, FLOODING THE ENG.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

## Findings

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Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF  
Phase of Operation: CRUISE - NORMAL

### Findings

1. FUEL SYSTEM,CARBURETOR - DETERIORATED
2. (C) ACFT/EQUIP,INADEQUATE AIRCRAFT COMPONENT - MANUFACTURER  
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Occurrence #2: FORCED LANDING  
Phase of Operation: DESCENT - EMERGENCY  
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Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

3. (F) TERRAIN CONDITION - HIGH VEGETATION  
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Occurrence #4: NOSE OVER  
Phase of Operation: LANDING - ROLL

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	32, 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>	02/26/1985
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	235 hours (Total, all aircraft), 66 hours (Total, this make and model), 192 hours (Pilot In Command, all aircraft), 12 hours (Last 90 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	GRUMMAN	<b>Registration:</b>	N8995L
<b>Model/Series:</b>	AA1B AA1B	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	0445
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	08/30/1984, Annual	<b>Certified Max Gross Wt.:</b>	1500 lbs
<b>Time Since Last Inspection:</b>	46 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2334 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-235-C2C
<b>Registered Owner:</b>	RICHARD C. VAN HORN	<b>Rated Power:</b>	108 hp
<b>Operator:</b>	RICHARD C. VAN HORN	<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:	ACT, 516 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	1551 CDT	Direction from Accident Site:	90°
Lowest Cloud Condition:	Thin Overcast / 25000 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	14 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	34° C / 19° C
Precipitation and Obscuration:			
Departure Point:	WACO TSTI, TX (CNW)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1530 CDT	Type of Airspace:	Class G

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	J DAUGHERTY	Report Date:	
Additional Participating Persons:	RAY B MOORE; DALLAS, TX		
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](#).