



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	FORT COLLINS, CO	<b>Accident Number:</b>	DEN86LA037
<b>Date &amp; Time:</b>	12/01/1985, 1120 MST	<b>Registration:</b>	N991OU
<b>Aircraft:</b>	GRUMMAN AA-5A	<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

THE PLT STATED THAT DURING TAKEOFF ROLL THE ACFT USED OVER TWICE THE NORMAL DISTANCE TO RWY TO BECOME AIRBORNE. AFTER BECOMING AIRBORNE, THE STALL WARNING SOUNDED, AND CONTINUED TO SOUND UNTIL THE FORCED LANDING WHEN THE PLT SAID HE COULDN'T MAINTAIN ALT. THE ACFT CONTACTED A ROAD SIGN APRX 1/2 MILE FROM THE RWY, PRIOR TO TOUCHDOWN ON THE HIGHWAY MEDIAN, AND LATER COMING TO REST OFF A HIGHWAY EXIT. THE ENTIRE SURFACE OF THE WINGS AND HORIZONTAL STABILIZER WERE COVERED WITHROUGH ICE WHICH THE PLT STATED HE DID NOT ATTEMPT TO REMOVE PRIOR TO FLT. THE PLT ALSO STATED THAT THE ICE ON THE SURFACE OF THE AIRFOILS HAD NO BEARING ON THE ACCIDENT.

## Probable Cause

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

## Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: DESCENT - EMERGENCY

### Findings

1. WING - ICE
2. (C) ICE/FROST REMOVAL FROM AIRCRAFT - NOT PERFORMED - PILOT IN COMMAND
3. HORIZONTAL STABILIZER SURFACE - ICE

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Occurrence #2: FORCED LANDING  
Phase of Operation: DESCENT - UNCONTROLLED

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Occurrence #3: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: LANDING

### Findings

4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	53
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	1151 hours (Total, all aircraft), 171 hours (Total, this make and model), 1100 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	GRUMMAN	<b>Registration:</b>	N991OU
<b>Model/Series:</b>	AA-5A AA-5A	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	JOHN D. HARDING	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-320-E2G
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	Calm / ,
<b>Temperature:</b>	-18°C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	FORT COLLINS, CO (3V5)	<b>Destination:</b>	COUNCIL BLUFFS, IA (CBF)

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	Asphalt; Grass/turf
<b>Runway Used:</b>	0	<b>Runway Surface Condition:</b>	Snow--dry
<b>Runway Length/Width:</b>			

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	2 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

Investigator In Charge (IIC): RONALD E MICKLE

Adopted 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](mailto: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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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.