



National Transportation Safety Board Aviation Accident Final Report

Location:	FRASER, MI	Accident Number:	CHI83LA159
Date & Time:	04/01/1983, 1345 EST	Registration:	N1517R
Aircraft:	GRUMMAN AA-5B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE AIRCRAFT STALLED AND UNDERSHOT THE RUNWAY LANDING ABOUT 100 FEET SHORT, WHERE IT COLLIDED WITH A DITCH AND NOSED OVER. THE PILOT AND HIS WIFE ABOARD THE AIRCRAFT WERE NOT INJURED. THE AIRCRAFT LANDED ON RUNWAY 09 AND THE WIND WAS FROM 110 DEGREES AT 15 KTS GUSTING TO 24 KTS.

Probable Cause and Findings

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

Findings

Occurrence #1: UNDERSHOOT
Phase of Operation: LANDING

Findings

1. (F) WEATHER CONDITION - GUSTS
2. (F) WEATHER CONDITION - TURBULENCE
3. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
4. (C) FLARE - IMPROPER - PILOT IN COMMAND
5. (C) STALL/MUSH - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

6. (C) PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3: GEAR COLLAPSED
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Occurrence #4: NOSE OVER
Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Private	Age:	30, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	12/22/1982
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	89 hours (Total, all aircraft), 15 hours (Total, this make and model), 49 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	GRUMMAN	Registration:	N1517R
Model/Series:	AA-5B AA-5B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	AA5B-0017
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	02/03/1983, Annual	Certified Max Gross Wt.:	1530 lbs
Time Since Last Inspection:	40 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3205 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated	Engine Model/Series:	O-360-A4K
Registered Owner:	LARRY ROHL	Rated Power:	180 hp
Operator:	LARRY ROHL	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	PET, 625 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	1349 EST	Direction from Accident Site:	360°
Lowest Cloud Condition:	Scattered / 8000 ft agl	Visibility	6 Miles
Lowest Ceiling:	Broken / 25000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	15 knots / 24 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	110°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	16 °C
Precipitation and Obscuration:			
Departure Point:	CLEVELAND, OH (BKL)	Type of Flight Plan Filed:	VFR
Destination:	FRASER, MI (D-13)	Type of Clearance:	None
Departure Time:	1225 CST	Type of Airspace:	Class E

Airport Information

Airport:	MCKINLEY (D-13)	Runway Surface Type:	Asphalt
Airport Elevation:	613 ft	Runway Surface Condition:	Dry
Runway Used:	9	IFR Approach:	None
Runway Length/Width:	2910 ft / 50 ft	VFR Approach/Landing:	Traffic Pattern

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):	JAMES MICHELANGELO	Report Date:	
Additional Participating Persons:			
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/ .		

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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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).