



National Transportation Safety Board Aviation Accident Final Report

Location:	MOORE HAVEN, FL	Accident Number:	MIA83LA134
Date & Time:	05/01/1983, 1320 EDT	Registration:	N6286L
Aircraft:	GULFSTREAM AMERICAN AA1B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

ACCORDING TO THE PLT HE COLLIDED WITH A LARGE ANT HILL DURING THE TAKEOFF ROLL, LOST DIRECTIONAL CONTROL, & VEERED OFF THE RWY INTO TREES.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION
2. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - UNCONTROLLED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

5. OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Private	Age:	41, 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:	
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	09/21/1981
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	224 hours (Total, all aircraft), 64 hours (Total, this make and model), 150 hours (Pilot In Command, all aircraft), 14 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	GULFSTREAM AMERICAN	Registration:	N6286L
Model/Series:	AA1B AA1B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	AA1B-0086
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	12/06/1982, Unknown	Certified Max Gross Wt.:	1500 lbs
Time Since Last Inspection:	33 Hours	Engines:	1 Reciprocating
Airframe Total Time:	610 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	O-235-C2C
Registered Owner:	JOHN G. GROZIER	Rated Power:	108 hp
Operator:	JOHN G. GROZIER	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	80°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	27° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:	PALM BEACH, FL (PBI)	Type of Clearance:	None
Departure Time:	1320 EDT	Type of Airspace:	Class G

Airport Information

Airport:	CALUSE LODGE	Runway Surface Type:	Grass/turf
Airport Elevation:	100 ft	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	2000 ft / 50 ft	VFR Approach/Landing:	None

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):	JORGE A PRELLEZO	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/ .		

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](#).