



National Transportation Safety Board Aviation Accident Final Report

Location:	RITZVILLE, WA	Accident Number:	SEA83LA016
Date & Time:	11/01/1982, 0933 PST	Registration:	N1571R
Aircraft:	GRUMMAN AMERICAN AA-1B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PILOT REPORTED THAT DURING A LANDING, THE AIRCRAFT BOUNCED TWICE AND WENT OFF THE LEFT SIDE OF THE RUNWAY. REPORTEDLY, HE INITIATED A GO-AROUND, BUT THE PLANE STRUCK A FENCE AND CRASHED.

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: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. (C) GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

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

Findings

4. (C) GO-AROUND - DELAYED - PILOT IN COMMAND
5. (F) OBJECT - FENCE

Factual Information

Pilot Information

Certificate:	Private	Age:	38, Female
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	09/10/1981
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	67 hours (Total, all aircraft), 67 hours (Total, this make and model), 34 hours (Pilot In Command, all aircraft), 17 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	GRUMMAN AMERICAN	Registration:	N1571R
Model/Series:	AA-1B AA-1B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	0671
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1560 lbs
Time Since Last Inspection:	41 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1172 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	O-235-C2C
Registered Owner:	GARY B. ENGLUND	Rated Power:	108 hp
Operator:	GARY B. ENGLUND	Operating Certificate(s) Held:	

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	30 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	42° C / 0° C
Precipitation and Obscuration:			
Departure Point:	RITZVILLE, WA (33S)	Type of Flight Plan Filed:	None
Destination:	RITZVILLE, WA (33S)	Type of Clearance:	None
Departure Time:	0900	Type of Airspace:	

Airport Information

Airport:	PRU FIELD (33S)	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft	Runway Surface Condition:	Dry
Runway Used:	1	IFR Approach:	
Runway Length/Width:	4079 ft / 40 ft	VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
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):		Report Date:	11/01/1983
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](#).