



National Transportation Safety Board Aviation Accident Data Summary

Location:	Shreveport, LA	Accident Number:	FTW03FA071
Date & Time:	01/02/2003, 1346 CST	Registration:	N9226L
Aircraft:	Grumman American AA-1A	Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The personal flight originated as a flight of two airplanes. The father of the passenger flying in the trail position was flying the lead airplane on a local formation flight. The pilot of a Cessna 120 departed first and kept looking back to observe the position of the trailing aircraft. During the climb out, the pilot of the lead airplane observed an airplane below and behind him entering a spin to the right. The lead pilot failed to recognize the spinning airplane as his trailing aircraft. After being unable to contact the trail airplane, the pilot contacted the tower and reported that the airplane may have gone down. The wreckage of the airplane was found in an open meadow within 4 miles of the departure end of the runway. Signatures of the damage sustained by the airplane were consistent with a flat spin to the right. The non-instrument rated private pilot had accumulated a total of 125 hours of flight, with approximately 50 hours in the accident airplane. The local fire department was alerted as to the possibility of an aircraft accident at 1359; however the aircraft was not located from the air until 1427, approximately 41 minutes after the accident. The airplane ELT was found in the off position with an expired battery. Flight control continuity was established to all flight control surfaces. The engine was satisfactorily ran for over 12 minutes following the recovery of the airplane. No anomalies were found with the engine or airplane that would have prevented normal operation. No evidence of an in-flight fire was found either on the airframe on the pilot. There was no evidence of an in-flight fire was found.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain adequate airspeed resulting in a stall.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. (C) STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

3. TERRAIN CONDITION - GROUND

Pilot Information

Certificate:	Private	Age:	48
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	125 hours (Total, all aircraft), 50 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Grumman American	Registration:	N9226L
Model/Series:	AA-1A	Engines:	1 Reciprocating
Operator:	John A. Jordan	Engine Manufacturer:	Lycoming
Operating Certificate(s) Held:	None	Engine Model/Series:	O-235-C2C
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KDTN, 179 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	13 knots / 22 knots, 310°
Temperature:	9° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	Shreveport, LA (DTN)	Destination:	

Airport Information

Airport:	Shreveport Downtown Airport (KDTN)	Runway Surface Type:	Unknown
Runway Used:	NA	Runway Surface Condition:	Unknown
Runway Length/Width:			

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:	32.593056, -93.765556		

Administrative Information

Investigator In Charge (IIC): Hector R Casanova

Adopted Date: 03/30/2004

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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