



National Transportation Safety Board Aviation Accident Data Summary

Location:	Payson, AZ	Accident Number:	WPR09CA106
Date & Time:	02/01/2009, 1305 MST	Registration:	N5423L
Aircraft:	GRUMMAN AA-5	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Analysis

The AWOS reported winds were from 101 degrees at 11 knots, but another airplane was landing on runway 24, so the pilot announced that he would follow that airplane for landing. His approach was high and fast and he applied full flaps early and reduced the engine power to idle. The pilot reported encountering gusty wind conditions during the approach, but felt that he had the landing under control. The airplane was nearing touchdown, about midfield, when it suddenly descended and landed hard on the runway and bounced back into the air. The pilot said that the airspeed was about 60 miles per hour (mph), with no stall warning horn heard. The airplane was aligned with the runway centerline, and he felt that the airplane was under control, so he applied a small amount of power to cushion the touchdown. The airplane touched down and then bounced back into the air again. The pilot said that the bounce was smaller and it appeared that the airplane was slower as well. The airplane finally settled onto the runway; however, the right main landing gear touched down with more force and the airplane veered to the left of the runway and into a drainage swale. He was worried that the airplane would run into buildings or other aircraft, and since the airspeed was at 55 mph, he decided to get the airplane back into the air. He proceeded with the go-around, and once the airplane accelerated to 80 mph, he retracted the flaps. At this point, the right wing struck the windsock pole and the airplane began to sink back to the ground. He placed the airplane in a nose high attitude in hopes of clearing the airport perimeter fence; however, the airplane struck the fence and cartwheeled before coming to rest upright.

Flight Events

Landing-flare/touchdown - Hard landing
Landing-landing roll - Loss of control on ground
Landing-landing roll - Collision with terr/obj (non-CFIT)

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate recovery from a bounced landing and failure to maintain directional control. Contributing to the accident was the crosswind condition.

Findings

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Directional control-Not attained/maintained - C
Personnel issues-Action/decision-Action-Incorrect action performance-Pilot - C
Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C
Environmental issues-Conditions/weather/phenomena-Wind-Crosswind-Response/compensation - F

Pilot Information

Certificate:	Private	Age:	25
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	112 hours (Total, all aircraft), 10 hours (Total, this make and model), 48 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	GRUMMAN	Registration:	N5423L
Model/Series:	AA-5	Engines:	1 Reciprocating
Operator:	Plane Options Inc.	Engine Manufacturer:	Lycoming
Air Carrier Operating Certificate:	None	Engine Model/Series:	O-320
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	PRC, 5100 ft msl	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	None
Condition of Light:	Day	Wind Speed/Gusts, Direction:	10 knots/ 17 knots, 340°
Temperature:	14°C / -8°C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Chandler, AZ (CHD)	Destination:	Payson, AZ (PAN)

Airport Information

Airport:	Payson Airport (PAN)	Runway Surface Type:	Asphalt
Runway Used:	24	Runway Surface Condition:	Dry
Runway Length/Width:	5500 ft / 75 ft		

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	

Administrative Information

Investigator In Charge (IIC):	Tealeye Cornejo	Adopted Date:	05/12/2009
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
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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