



# National Transportation Safety Board Aviation Accident Final Report

---

<b>Location:</b>	Cumberland, WI	<b>Accident Number:</b>	CEN09CA279
<b>Date &amp; Time:</b>	05/03/2009, 1345 CDT	<b>Registration:</b>	N5905L
<b>Aircraft:</b>	AMERICAN AA-1	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control in flight	<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

---

## Analysis

The pilot reported that the accident occurred during a crosswind takeoff from a turf runway. He noted that the airplane encountered an intersecting asphalt runway with a height difference that tended to "launch" the airplane. The pilot stated that he was unable to maintain control because of the crosswind. He attempted to continue the takeoff, ultimately continuing beyond the end of the runway, across a road and impacting a field. The airplane sustained substantial damage to the right wing. The nose landing gear, right main landing gear and right flap were also damaged. The pilot reported a left 90-degree crosswind of about 10 knots at the time of the accident. He commented that additional flight instruction from an instructor familiar with the make and model airplane would have been helpful.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain control of the aircraft during takeoff in crosswind conditions.

## Findings

---

<b>Aircraft</b>	Crosswind correction - Not attained/maintained (Cause)
<b>Personnel issues</b>	Aircraft control - Pilot (Cause) Total experience w/ equipment - Pilot
<b>Environmental issues</b>	Crosswind - Response/compensation (Factor)

## Factual Information

### History of Flight

<b>Takeoff</b>	Loss of control in flight (Defining event) Collision with terr/obj (non-CFIT)
----------------	----------------------------------------------------------------------------------

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	56, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 With Waivers/Limitations	<b>Last Medical Exam:</b>	10/18/2007
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	02/03/2008
<b>Flight Time:</b>	130 hours (Total, all aircraft), 42 hours (Total, this make and model), 110 hours (Pilot In Command, all aircraft), 8 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	AMERICAN	<b>Registration:</b>	N5905L
<b>Model/Series:</b>	AA-1	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	AA1-0205
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	04/27/2009, Annual	<b>Certified Max Gross Wt.:</b>	1500 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1446 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-235 SERIES
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	115 hp
<b>Operator:</b>	On file	<b>Air Carrier Operating Certificate:</b>	None

## Meteorological Information and Flight Plan

Observation Facility, Elevation:	RPD, 1109 ft msl	Observation Time:	1355 CDT
Distance from Accident Site:	10 Nautical Miles	Condition of Light:	Day
Direction from Accident Site:	120°	Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Thin Overcast	Temperature/Dew Point:	16°C / 0°C
Lowest Ceiling:	Overcast / 7500 ft agl	Visibility	10 Miles
Wind Speed/Gusts, Direction:	10 knots/ 15 knots, 240°	Visibility (RVR):	
Altimeter Setting:	29.91 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Siren, WI (RZN)	Type of Flight Plan Filed:	None
Destination:	Shell Lake, WI (SSQ)	Type of Clearance:	None
Departure Time:	1320 CDT	Type of Airspace:	

## Airport Information

Airport:	Cumberland Muni (UBE)	Runway Surface Type:	Grass/turf
Airport Elevation:	1241 ft	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	2000 ft / 120 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	Timothy Sorensen	Adopted Date:	08/13/2009
Additional Participating Persons:	Tommy Johnson; FAA-Minneapolis FSDO; Minneapolis, MN		
Publish Date:	08/13/2009		
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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.