



National Transportation Safety Board Aviation Accident Data Summary

Location:	Denton, MT	Accident Number:	GAA16CA319
Date & Time:	06/12/2016, 0750 MDT	Registration:	N5720L
Aircraft:	AMERICAN AA 1	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot reported that during the takeoff roll from a soft field turf runway, "I was not as aggressive as he should have been." He reported that the airspeed increased, the airplane began to rotate, but without enough airspeed to sustain climbing flight. He reported that he "pushed the nose over", the airplane settled to the runway and bounced. The airplane overran the end of the runway, struck a fence and sustained substantial damage to both wings.

The pilot reported that there were no mechanical failures or anomalies with airframe, flight controls or the engine that would have prevented normal flight operations.

According to the manufacturer pilot operating handbook, for Soft-Field Take-off:

Hold full back pressure as you taxi and as the takeoff roll is begun. If the surface is marginal or too narrow for gradual turn on to the runway, align the airplane with the runway, apply full brakes, and build up takeoff RPM before starting the takeoff roll. As you apply full power, move the control wheel to neutral and allow the airplane to accelerate to 65-70 MPH. Lift off with a light back pressure. After lift-off release enough of this back pressure to permit the airplane to accelerate to its best angle- or rate of climb speed as required by obstructions.

Flight Events

Takeoff - Abnormal runway contact
Takeoff - Loss of control on ground
Takeoff - 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 premature rotation and failure to attain sufficient airspeed required for a sustained climb, resulting in a runway overrun and collision with a fence.

Findings

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Airspeed-Not attained/maintained - C

Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C

Personnel issues-Action/decision-Action-Incorrect action sequence-Pilot - C

Environmental issues-Physical environment-Object/animal/substance-Fence/fence post-Contributed to outcome

Pilot Information

Certificate:	Private	Age:	36
Airplane Rating(s):	Single-engine Sea	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	(Estimated) 140.95 hours (Total, all aircraft), 80.65 hours (Total, this make and model), 72 hours (Pilot In Command, all aircraft), 4.7 hours (Last 90 days, all aircraft), 2.7 hours (Last 30 days, all aircraft), 1.7 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	AMERICAN	Registration:	N5720L
Model/Series:	AA 1 UNDESIGNAT	Engines:	1 Reciprocating
Operator:	KH AIRCRAFT LLC	Engine Manufacturer:	Lycoming
Operating Certificate(s) Held:	None	Engine Model/Series:	O-320-E2J
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:	KGTF, 3657 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	6 knots / , 210°
Temperature:	14°C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Denton, MT (5U0)	Destination:	Denton, MT (5U0)

Airport Information

Airport:	DENTON (5U0)	Runway Surface Type:	Grass/turf
Runway Used:	27	Runway Surface Condition:	Soft
Runway Length/Width:	2550 ft / 180 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:	None
Latitude, Longitude:	47.320833, -109.941944 (est)		

Administrative Information

Investigator In Charge (IIC):	Michael A Hicks	Adopted Date:	12/05/2016
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=93397		

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.