



## SUMMARY OF FINDINGS

**Tealeye Cornejo**  
Air Safety Investigator (Field)  
Western Pacific Region

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**Person Contacted: April Deahl (AST) and Ron Green (AST) FAA Reno, Nevada**  
**NTSB Accident Number: WPR21LA260**

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### Narrative:

David Amspoker's info: [REDACTED]

[REDACTED] He is a private pilot with no endorsements and holds a third-class medical.

Initial contact was made by April A. Deahl, an Aviation Safety Technician, on 07/06/2021:

Mr. Amspoker was the pilot, his wife, Cindy Amspoker was passenger at the time of the accident. Both had suffered minor injuries as a result of the accident. Mr. Amspoker had contacted FSS as part of his preflight activities, and no significant weather or impacts to the flight were briefed.

Mr. Amspoker stated he had refueled at KLWL (field elevation 5772' MSL), and was starting his final leg home to Kingman AZ.

Mr. Amspoker stated he had taxied to RWY 27 in preparation for a westerly takeoff in the direction of the wind.

The N82643, the Grumman AA-5 he was flying, has a sliding canopy, and the canopy was open for the taxi. Mr. Amspoker stated he did not latch the canopy before takeoff.

Mr. Amspoker stated that as he was accelerating down the runway for takeoff, he was unable to latch the canopy, and so aborted the takeoff, decelerated, and rolled to the end of the runway. Mr. Amspoker stated he latched the canopy and was preparing to taxi back to the arrival end of RWY 27, but his passenger expressed displeasure at the thought of taxiing in a latched, greenhouse-like canopy.

Mr. Amspoker stated he checked the windsock at the departure end of RWY27. Mr. Amspoker stated the windsock showed a tailwind and was “about halfway up” (this ASI estimates the wind would be somewhere around 7-12 knots if the estimate by Mr. Amspoker is true).

Mr. Amspoker decided to takeoff on RWY 09 instead of taxiing to the other end of the runway. Mr. Amspoker accelerated down the runway, rotated at appx 80 KIAS (IAW AA-5 AFM), but then loss lift and ground effect as he climbed (this ASI suspects that once out of the boundary layer of the runway, the downwind windspeed increased, causing loss of lift).

Mr. Amspoker stated he was not able to climb anymore, an unrecoverable descent began, and the airplane impacted the ground on the approximately 100 feet to left side of the departure end of RWY 09’s threshold with substantial damage to the airframe, but no post-crash fire or explosion. Mr. Amspoker stated he knew what he did wrong and appeared to be very hard on himself about the whole event. Mr. Amspoker stated he would be amenable to remedial training.

Follow up call by Ron Green, ASI on 07/09/2021:

Details of flight were as described above.

Mr. Amspoker has approximately 900 hours of total flight time and has not recently attended any safety seminars.

Mr. Amspoker was very forthcoming about what he did incorrectly, from both an assertiveness/judgment standpoint as well as aerodynamically how the tailwind takeoff set him up for failure.