



Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | Bloomington, Georgia | Accident Number: | ERA20CA155 |
| Date & Time: | April 21, 2020, 13:45 Local | Registration: | N314JG |
| Aircraft: | Grumman AA5 | Aircraft Damage: | Substantial |
| Defining Event: | Collision during takeoff/land | Injuries: | 1 Serious |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

According to the pilot, he was returning to his home airport. The accident occurred during the landing attempt; the pilot could not recall the approach or accident sequence due to his injuries. According to a witness who lived near the airport, he heard the airplane and saw it fly over the midfield before it entered the left downwind leg of the traffic pattern for runway 13. He noted that the engine power was "pulled back." A few minutes later, the witness heard an impact. The airplane impacted trees and terrain on the left side of the runway and came to rest about 1,000 ft past the runway's approach end. The airplane sustained substantial damage to the fuselage, both wings, and the empennage. A Federal Aviation Administration inspector who examined the wreckage stated that he found no preaccident anomalies with the airplane that would have precluded normal operation. According to a report from an airport 10 miles southeast of the accident site, the wind was gusting to 18 knots.

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 airplane control during landing with a gusting quartering tailwind.

Findings

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|-----------------------------|-------------------------------------|
| Personnel issues | Aircraft control - Pilot |
| Aircraft | (general) - Not attained/maintained |
| Environmental issues | Gusts - Effect on operation |
| Environmental issues | Crosswind - Effect on operation |

Factual Information

History of Flight

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|-----------------------------------|------------------------------------------------|
| Approach-VFR pattern final | Other weather encounter |
| Approach-VFR pattern final | Loss of control in flight |
| Approach-VFR pattern final | Collision during takeoff/land (Defining event) |

Pilot Information

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|----------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|-------------------|
| Certificate: | Private | Age: | 58, Male |
| Airplane Rating(s): | Single-engine land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | Unknown |
| Instrument Rating(s): | None | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 3 With waivers/limitations | Last FAA Medical Exam: | November 26, 2019 |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | December 28, 2019 |
| Flight Time: | 1035 hours (Total, all aircraft), 1034 hours (Total, this make and model), 1012 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|---------------------------------|---------------------------------------|-----------------|
| Aircraft Make: | Grumman | Registration: | N314JG |
| Model/Series: | AA5 B | Aircraft Category: | Airplane |
| Year of Manufacture: | 1975 | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | AA5B-0083 |
| Landing Gear Type: | Tricycle | Seats: | 4 |
| Date/Type of Last Inspection: | November 13, 2019 Annual | Certified Max Gross Wt.: | 2401 lbs |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | 2297.61 Hrs at time of accident | Engine Manufacturer: | Lycoming |
| ELT: | Installed | Engine Model/Series: | O-360-A4K |
| Registered Owner: | On file | Rated Power: | 180 Horsepower |
| Operator: | On file | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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|-----------------------------------------|----------------------------------|---------------------------------------------|-------------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | SAV,51 ft msl | Distance from Accident Site: | 10 Nautical Miles |
| Observation Time: | 13:53 Local | Direction from Accident Site: | 101° |
| Lowest Cloud Condition: | Few / 25000 ft AGL | Visibility | 10 miles |
| Lowest Ceiling: | | Visibility (RVR): | |
| Wind Speed/Gusts: | 11 knots / 18 knots | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 290° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 29.88 inches Hg | Temperature/Dew Point: | 27°C / 7°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Statesboro, GA (TBR) | Type of Flight Plan Filed: | None |
| Destination: | Bloomingtondale, GA (GA35) | Type of Clearance: | None |
| Departure Time: | 12:30 Local | Type of Airspace: | Class G |

Airport Information

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|-----------------------------|--------------------|----------------------------------|-----------------|
| Airport: | Cypress Lakes GA35 | Runway Surface Type: | Grass/turf |
| Airport Elevation: | 30 ft msl | Runway Surface Condition: | Dry;Vegetation |
| Runway Used: | 13 | IFR Approach: | None |
| Runway Length/Width: | 2700 ft / 100 ft | VFR Approach/Landing: | Traffic pattern |

Wreckage and Impact Information

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|----------------------------|-----------|-----------------------------|--------------------------|
| Crew Injuries: | 1 Serious | Aircraft Damage: | Substantial |
| Passenger Injuries: | | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 1 Serious | Latitude, Longitude: | 32.159721,-81.39833(est) |

Administrative Information

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|------------------------------------------|---------------------------------------------------------------------------------------------------------|
| Investigator In Charge (IIC): | Kemner, Heidi |
| Additional Participating Persons: | Danny Cox; FAA/FSDO; Atlanta, GA |
| Original Publish Date: | September 21, 2020 |
| Last Revision Date: | |
| Investigation Class: | Class |
| Note: | This accident report documents the factual circumstances of this accident as described to the NTSB. |
| Investigation Docket: | https://data.nts.gov/Docket?ProjectID=101188 |

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).