



Aviation Investigation Final Report

Location:	Wells, Nevada	Accident Number:	WPR21LA260
Date & Time:	July 5, 2021, 11:00 Local	Registration:	N28643
Aircraft:	GRUMMAN AMERICAN AVN. CORP. AA-5B	Aircraft Damage:	Substantial
Defining Event:	Collision during takeoff/land	Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that, after an aborted takeoff, he taxied to the end of the runway and turned around for departure even though the windsock still favored a takeoff from the opposite runway. The pilot decided he had enough runway and initiated a takeoff. The airplane lifted off and was out of ground effect when the pilot felt that there might have been a tailwind gust as the airplane lost airspeed and subsequently impacted the terrain just north of the runway.

The airplane sustained substantial damage to both wings. The pilot reported that there were no preimpact mechanical failures or malfunctions with the airplane that would have precluded normal operation.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot’s decision to takeoff with a tailwind, which resulted in an impact with terrain.

Findings

Personnel issues	Decision making/judgment - Pilot
Environmental issues	Tailwind - Effect on equipment

Factual Information

History of Flight

Initial climb	Collision during takeoff/land (Defining event)
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Pilot Information

Certificate:	Private	Age:	69, 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:	
Medical Certification:	BasicMed None	Last FAA Medical Exam:	June 18, 2021
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 17, 2020
Flight Time:	(Estimated) 886 hours (Total, all aircraft), 299.9 hours (Total, this make and model), 820.6 hours (Pilot In Command, all aircraft), 37.9 hours (Last 90 days, all aircraft), 14.6 hours (Last 30 days, all aircraft), 3.4 hours (Last 24 hours, all aircraft)		

Passenger Information

Certificate:		Age:	62, Female
Airplane Rating(s):		Seat Occupied:	Right
Other Aircraft Rating(s):		Restraint Used:	Unknown
Instrument Rating(s):		Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	GRUMMAN AMERICAN AVN. CORP.	Registration:	N28643
Model/Series:	AA-5B	Aircraft Category:	Airplane
Year of Manufacture:	1978	Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	AA5B0720
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	August 1, 2020 Annual	Certified Max Gross Wt.:	2400 lbs
Time Since Last Inspection:		Engines:	1
Airframe Total Time:	3756 Hrs	Engine Manufacturer:	
ELT:	Installed, not activated	Engine Model/Series:	
Registered Owner:	On file	Rated Power:	
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KEKO,5030 ft msl	Distance from Accident Site:	43 Nautical Miles
Observation Time:	10:56 Local	Direction from Accident Site:	247°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.18 inches Hg	Temperature/Dew Point:	30°C / 6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Wells, NV	Type of Flight Plan Filed:	None
Destination:	Kingman, AZ (IGM)	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	WELLS MUNI/HARRIET FLD LWL	Runway Surface Type:	Asphalt
Airport Elevation:	5769 ft msl	Runway Surface Condition:	Dry
Runway Used:	08/26	IFR Approach:	None
Runway Length/Width:	5508 ft / 75 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 Minor, 1 None	Latitude, Longitude:	41.117111,-114.92213

Administrative Information

Investigator In Charge (IIC):	Cornejo, Tealeye
Additional Participating Persons:	Gerald Rose; Federal Aviation Administration; Reno, NV
Original Publish Date:	February 8, 2022
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=103426

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).