



Aviation Investigation Final Report

Location:	MONEE, Illinois	Accident Number:	CHI83LA281
Date & Time:	June 25, 1983, 14:00 Local	Registration:	N123JS
Aircraft:	GRUMMAN AA5	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE ACFT CRASHED ON THE LEFT WING TIP INTO A BEAN FIELD DURING A GO-AROUND. THE PILOT STATED THAT THE APPROACH WAS HIGH. THE ACFT BALLOONED AND BOUNCED AT TOUCHDOWN. THE PILOT THOUGHT THAT THERE WAS NOT ENOUGH RUNWAY LEFT SO SHE STARTED A GO-AROUND. AT ABOUT 25 FEET AGL SHE LOST CONTROL AND THE LEFT WING DROPPED. THE AIRCRAFT VEERED OFF TO THE LEFT AND THE LEFT WING DUG INTO THE GROUND AND THE AIRCRAFT CARTWHEELED INTO THE BEAN FIELD. THE PILOT HAD LOWERED FULL FLAPS FOR THE LANDING AND DID NOT RETRACT THE FLAPS FOR THE GO-AROUND.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: LANDING

Findings

1. (F) AIRSPEED - MISJUDGED - PILOT IN COMMAND
2. (F) DISTANCE - MISJUDGED - PILOT IN COMMAND
3. (F) LEVEL OFF - IMPROPER - PILOT IN COMMAND
4. (F) ABORTED LANDING - PERFORMED - PILOT IN COMMAND

- 5. (F) GO-AROUND - INITIATED - PILOT IN COMMAND
- 6. (C) RAISING OF FLAPS - NOT SELECTED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING

Factual Information

Pilot Information

Certificate:	Private	Age:	31,Female
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	March 29, 1983
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	162 hours (Total, all aircraft), 10 hours (Total, this make and model), 82 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	GRUMMAN	Registration:	N123JS
Model/Series:	AA5 AA5	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	0638
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	May 13, 1983 Annual	Certified Max Gross Wt.:	2200 lbs
Time Since Last Inspection:	56 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1456 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated	Engine Model/Series:	O-320
Registered Owner:	E AND C AERO SERVICES	Rated Power:	150 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	33°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ALTON, IL (ALN)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	13:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	SANGER C56	Runway Surface Type:	Asphalt
Airport Elevation:	786 ft msl	Runway Surface Condition:	Rough
Runway Used:	9	IFR Approach:	
Runway Length/Width:	2400 ft / 75 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): Seidlein, George

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=12233>

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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](#).