



Aviation Investigation Final Report

Location:	Ravenswood, West Virginia	Accident Number:	ERA25LA108
Date & Time:	January 30, 2025, 15:30 UTC	Registration:	N74608
Aircraft:	GRUMMAN AMERICAN AVN. CORP. AA-5B	Aircraft Damage:	Substantial
Defining Event:	Collision with terr/obj (non-CFIT)	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated that he was taxiing to the end of the runway in preparation for takeoff. During the taxi, the pilot noted a fault message on the GPS. While his attention was focused on the GPS, the airplane departed the edge of the taxiway, rolled down a hill, and came to rest in trees and brush. Both of the airplane’s wings were substantially damaged. The pilot reported that there were no preimpact mechanical malfunctions or failures of 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 distraction during taxi, which resulted in a taxiway excursion.

Findings

Personnel issues	Attention - Pilot
Aircraft	Directional control - Not attained/maintained

Factual Information

History of Flight

Taxi-to runway	Collision with terr/obj (non-CFIT) (Defining event)
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Pilot Information

Certificate:	Private	Age:	70, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	BasicMed With waivers/limitations	Last FAA Medical Exam:	July 26, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	December 12, 2023
Flight Time:	407 hours (Total, all aircraft), 252 hours (Total, this make and model), 5.9 hours (Last 90 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	GRUMMAN AMERICAN AVN. CORP.	Registration:	N74608
Model/Series:	AA-5B	Aircraft Category:	Airplane
Year of Manufacture:	1976	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	AA5B0282
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	August 31, 2024 Annual	Certified Max Gross Wt.:	2400 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Installed	Engine Model/Series:	O-360-A4K
Registered Owner:	On file	Rated Power:	180
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:	PKB,615 ft msl	Distance from Accident Site:	24 Nautical Miles
Observation Time:	09:53 Local	Direction from Accident Site:	30°
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:	2°C / -5°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Ravenswood, WV	Type of Flight Plan Filed:	None
Destination:	Ravenswood, WV	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	JACKSON COUNTY I18	Runway Surface Type:	
Airport Elevation:	758 ft msl	Runway Surface Condition:	Dry
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	38.925574,-81.82329

Administrative Information

Investigator In Charge (IIC):	Boggs, Daniel
Additional Participating Persons:	Richard Chaty; FAA/FSDO; Charleston, WV
Original Publish Date:	April 22, 2025
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=199643

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](#).