



Aviation Investigation Final Report

Location:	NACOGDOCHES, Texas	Accident Number:	FTW83LA091
Date & Time:	January 15, 1983, 21:25 Local	Registration:	N45344
Aircraft:	GRUMMAN AMERICAN 5B	AA-	Aircraft Damage: Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

DURING ARRIVAL, THE ACFT WAS HIGH ON FINAL APPROACH. THE PLT ELECTED TO CONTINUE THE LANDING WITH FULL FLAPS, BUT AFTER TOUCHDOWN, HE WAS UNABLE TO STOP ON THE REMAINING RUNWAY. AFTER OVERRUNNING THE RUNWAY, THE ACFT NOSED OVER IN A 10 FT DRAINAGE DITCH.

Probable Cause and Findings

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

Findings

Occurrence #1: OVERRUN
Phase of Operation: LANDING - ROLL

Findings

1. (F) LIGHT CONDITION - DARK NIGHT
2. (C) DISTANCE - MISJUDGED - PILOT IN COMMAND
3. (C) AIRSPEED - MISJUDGED - PILOT IN COMMAND

Occurrence #2: NOSE OVER
Phase of Operation: LANDING - ROLL

Findings

4. (F) TERRAIN CONDITION - DITCH
5. (F) TERRAIN CONDITION - DOWNHILL

Factual Information

Pilot Information

Certificate:	Private	Age:	36, Male
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:	November 9, 1981
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	210 hours (Total, all aircraft), 53 hours (Total, this make and model), 157 hours (Pilot In Command, all aircraft), 23 hours (Last 90 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	GRUMMAN AMERICAN	Registration:	N45344
Model/Series:	AA-5B AA-5B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	AA-5B-T266
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	May 10, 1982 Annual	Certified Max Gross Wt.:	2400 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	713 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-360-A4K
Registered Owner:	NACOGDOCHES AVIATION GROUP, INC	Rated Power:	180 Horsepower
Operator:	DAVID M. BLACKLOCK	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:	Night/dark
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	14°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	DALLAS , TX (ADS)	Type of Flight Plan Filed:	VFR
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	

Airport Information

Airport:	EAST TEXAS REGIONAL OCH	Runway Surface Type:	Asphalt
Airport Elevation:	372 ft msl	Runway Surface Condition:	Dry
Runway Used:	15	IFR Approach:	None
Runway Length/Width:	3600 ft / 75 ft	VFR Approach/Landing:	Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	31.609716,-94.65052(est)

Administrative Information

Investigator In Charge (IIC): Daugherty, J.

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=20793>

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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](#).