



Aviation Investigation Final Report

Location:	VACAVILLE, California	Accident Number:	LAX84LA391
Date & Time:	July 14, 1984, 09:00 Local	Registration:	N26938
Aircraft:	GRUMMAN AA-5A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT STATED THAT HE WAS HIGH ON FINAL APPROACH SO HE LOWERED THE NOSE OF THE ACFT TO LOSE ALTITUDE AND IN RETURN GOT AN INCREASE IN AIRSPEED. HE TOUCHED DOWN 1/3 THE WAY DOWN THE RUNWAY AND THE ACFT BALLOONED. HE STATED THAT HE WAS UNABLE TO STOP THE ACFT BEFORE IT TRAVELED OFF THE END OF THE RUNWAY AND INTO A 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. (C) AIRSPEED - EXCESSIVE - PILOT IN COMMAND
2. (C) ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
3. (F) GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

4. (F) TERRAIN CONDITION - DITCH

Factual Information

Pilot Information

Certificate:	Private	Age:	45, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	March 6, 1984
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	126 hours (Total, all aircraft), 57 hours (Total, this make and model), 93 hours (Pilot In Command, all aircraft), 17 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	GRUMMAN	Registration:	N26938
Model/Series:	AA-5A AA-5A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	AA5A-0825
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	August 30, 1983 100 hour	Certified Max Gross Wt.:	2200 lbs
Time Since Last Inspection:	78 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	15934 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	O-330-E2G
Registered Owner:	RICHARD A. MEYERS	Rated Power:	150 Horsepower
Operator:		Operating Certificate(s) Held:	
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:	SUU ,62 ft msl	Distance from Accident Site:	8 Nautical Miles
Observation Time:	08:55 Local	Direction from Accident Site:	162°
Lowest Cloud Condition:	Clear	Visibility	
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	29°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	LINCOLN , CA (051)	Type of Flight Plan Filed:	None
Destination:	VACAVILLE , CA (045)	Type of Clearance:	None
Departure Time:	08:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	NUT TREE 045	Runway Surface Type:	Asphalt
Airport Elevation:	113 ft msl	Runway Surface Condition:	Dry
Runway Used:	19	IFR Approach:	None
Runway Length/Width:	3800 ft / 75 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): Pyatt, Mary

Additional Participating Persons: TOM ELLIOTT; SACRAMENTO , CA

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=24339>

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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](#).