



Aviation Investigation Final Report

Location:	RIMROCK, Arizona	Accident Number:	LAX87LA237
Date & Time:	June 18, 1987, 17:17 Local	Registration:	N5438L
Aircraft:	GRUMMAN AA-5	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE AIRCRAFT OVERRAN THE RUNWAY WHILE ON A PERSONAL VFR CROSS-COUNTRY FLIGHT. THE PILOT INDICATED THAT HE ATTEMPTED A GO-AROUND AFTER A POOR APPROACH AND THAT THE TERRAIN OFF THE END OF THE RUNWAY ROSE FASTER THAN THE AIRCRAFT COULD CLIMB. A WITNESS OBSERVED THE AIRCRAFT TOUCH DOWN ON THE LAST 400 FEET OF THE RUNWAY AND THEN ROLL OFF THE DEPARTURE END. DENSITY ALTITUDE WAS 6,700 FEET MSL AND WINDS WERE REPORTED AS 230 DEGREES AT 20 KNOTS.

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

Findings

1. (F) WEATHER CONDITION - TAILWIND
2. (F) WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. (F) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

4. (C) PLANNED APPROACH - POOR - PILOT IN COMMAND
5. (C) GO-AROUND - DELAYED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	69, 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:	December 30, 1985
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1950 hours (Total, all aircraft), 171 hours (Total, this make and model), 1950 hours (Pilot In Command, all aircraft), 25 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	GRUMMAN	Registration:	N5438L
Model/Series:	AA-5 AA-5	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	0338
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	January 18, 1987 Annual	Certified Max Gross Wt.:	2200 lbs
Time Since Last Inspection:	30 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1725 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320-E2G
Registered Owner:	OPIE, HENRY C.	Rated Power:	150 Horsepower
Operator:	HENRY C. OPIE	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	50 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	20 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	37°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	LAKE HAVASU CTY, AZ (LHV)	Type of Flight Plan Filed:	None
Destination:	(E76)	Type of Clearance:	None
Departure Time:	13:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	RIMROCK E76	Runway Surface Type:	Dirt
Airport Elevation:	3575 ft msl	Runway Surface Condition:	Dry
Runway Used:	5	IFR Approach:	None
Runway Length/Width:	2184 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:	34.680675,-111.699829(est)

Administrative Information

Investigator In Charge (IIC):	Wilcox, Thomas
Additional Participating Persons:	DICK EICHOF; SCOTTSDALE , AZ
Original Publish Date:	April 24, 1989
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=25612

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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](#).