



Aviation Investigation Final Report

Location:	WIMAUMA, Florida	Accident Number:	MIA86LA038
Date & Time:	December 2, 1985, 19:30 Local	Registration:	N700TD
Aircraft:	GRUMMAN AMERICAN AA-5	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT STATED THAT AFTER TURNING ON THE RWY LIGHTS USING THE RADIO TRANSMITTER. THEY APPEARED TO BE DIM, & ONLY ONE SIDE OF THE LIGHTS CAME ON. HE THEN LANDED SOUTH OF THE RWY AT WHICH TIME THE RIGHT WING STRUCK A FENCE POST. THE LANDING GEAR THEN COLLAPSED, & THE ACFT SLID TO A STOP.

Probable Cause and Findings

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

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

1. (F) OBJECT - FENCE
2. (C) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. (F) AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - FAILURE, PARTIAL

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

4. TERRAIN CONDITION - GROUND

Factual Information

Pilot Information

Certificate:	Private	Age:	59, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Expired	Last FAA Medical Exam:	November 29, 1983
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	3250 hours (Total, all aircraft), 571 hours (Total, this make and model), 21 hours (Last 90 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	GRUMMAN AMERICAN	Registration:	N700TD
Model/Series:	AA-5 AA-5	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	AA5-0590
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	August 1, 1985 Annual	Certified Max Gross Wt.:	2200 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1200 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-320-E2G
Registered Owner:		Rated Power:	150 Horsepower
Operator:	THOMAS DUNCAN INSURANCE CO.	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:	TPA ,27 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	19:50 Local	Direction from Accident Site:	330°
Lowest Cloud Condition:	Scattered / 10000 ft AGL	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	350°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	19°C / 14°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Ocala , FL (OCF)	Type of Flight Plan Filed:	VFR
Destination:	Wimauma , FL (N/A)	Type of Clearance:	VFR
Departure Time:	18:00 Local	Type of Airspace:	Class E

Airport Information

Airport:	ANDERSON AIRPORT N/A	Runway Surface Type:	Grass/turf
Airport Elevation:	24 ft msl	Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	
Runway Length/Width:	4800 ft / 100 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 1 None	Latitude, Longitude:	27.70928,-82.300994(est)

Administrative Information

Investigator In Charge (IIC): Hill, Bruce

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=31551>

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](#).