



Aviation Investigation Final Report

Location:	CLEARWATER, Florida	Accident Number:	MIA88LA098
Date & Time:	January 31, 1988, 13:45 Local	Registration:	N28571
Aircraft:	GRUMMAN AA-5B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

PLT STATED ACFT STALLED DURING LANDING FLARE RESULTING IN A HARD LANDING. AFTER THE HARD LANDING THE ACFT BOUNCED INTO THE AIR AND VEERED TO THE LEFT. BEFORE A GO-AROUND COULD BE COMPLETED THE ACFT COLLIDED WITH A DIRT MOUND BETWEEN THE RUNWAY AND TAXIWAY CAUSING SEPARATION OF THE RIGHT MAIN GEAR AND FURTHER LOSS OF CONTROL. THE ACFT THEN COLLIDED WITH BUSHES AND A FENCE COMING TO REST. ARPT AUTHORITIES STATED THE DIRT MOUND STRUCK BY THE AIRCRAFT WAS THERE FOR CONSTRUCTION REASONS AND WAS APPROXIMATELY 70 FEET TO THE LEFT OF THE RUNWAY AND WAS 5 FEET HIGH.

Probable Cause and Findings

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

Findings

Occurrence #1: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

- Findings
1. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 2. (C) FLARE - IMPROPER - PILOT IN COMMAND
 3. (F) LANDING GEAR,MAIN GEAR ATTACHMENT - BUCKLED
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Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: LANDING - ABORTED

Findings

- 4. (C) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
- 5. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: LANDING - ABORTED

Findings

- 6. OBJECT - FENCE

Factual Information

Pilot Information

Certificate:	Private	Age:	30, 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:	November 24, 1987
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	57 hours (Total, all aircraft), 35 hours (Total, this make and model), 33 hours (Pilot In Command, all aircraft), 57 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	GRUMMAN	Registration:	N28571
Model/Series:	AA-5B AA-5B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	AA5B0687
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	August 26, 1987 Annual	Certified Max Gross Wt.:	2400 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1135 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-360-A4K
Registered Owner:	TRANS FLORIDA EXPRESS INC.	Rated Power:	180 Horsepower
Operator:		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:	PIE ,11 ft msl	Distance from Accident Site:	6 Nautical Miles
Observation Time:	13:53 Local	Direction from Accident Site:	140°
Lowest Cloud Condition:	Scattered / 3000 ft AGL	Visibility	7 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	130°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	26°C / 14°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	13:15 Local	Type of Airspace:	Class G

Airport Information

Airport:	CLEARWATER CLW	Runway Surface Type:	Asphalt
Airport Elevation:	73 ft msl	Runway Surface Condition:	Dry
Runway Used:	15	IFR Approach:	None
Runway Length/Width:	3000 ft / 75 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Kennedy, Jeffrey
Additional Participating Persons:	FRED WILLIAMS; JACKSONVILLE , FL
Original Publish Date:	February 28, 1989
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=32131

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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](#).