



# Aviation Investigation Final Report

<b>Location:</b>	KEYTESVILLE, Missouri	<b>Accident Number:</b>	MKC83LA193
<b>Date &amp; Time:</b>	August 14, 1983, 20:15 Local	<b>Registration:</b>	N9703U
<b>Aircraft:</b>	GRUMMAN AMERICAN 5A	AA-	<b>Aircraft Damage:</b> Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

ACCORDING TO THE PILOT, AFTER DEPARTURE HE CLIMBED TO 2000 FEET MSL, ADJUSTED THE THROTTLE FOR 2500 RPM AND LEANED THE MIXTURE FOR CRUISE FLIGHT. THE ENGINE SLOWED TO 2000 RPM SO HE SELECTED THE OPPOSITE FUEL TANK, MOVED THE MIXTURE TO FULL RICH AND APPLIED FULL THROTTLE. HE DID NOT APPLY CARBURETOR HEAT. THE RPM DID NOT INCREASE AND THE ACFT CONTINUED TO DESCEND SO HE DECIDED TO LAND. AS HE APPROACHED THE OPEN FIELD HE HAD SELECTED FOR LANDING, THE LANDING GEAR STRUCK A TREE. THE AIRCRAFT DESCENDED LOWER AND THE LEFT WING STRUCK A TREE. THE AIRCRAFT SPUN TO THE GROUND, IMPACTING A CORN FIELD WHILE MOVING REARWARD.

## Probable Cause and Findings

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

### Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - NONMECHANICAL  
Phase of Operation: CRUISE - NORMAL

#### Findings

1. (C) WEATHER CONDITION - CARBURETOR ICING CONDITIONS

2. (C) CARBURETOR HEAT - NOT USED - PILOT IN COMMAND

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Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

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Occurrence #3: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

3. (F) OBJECT - TREE(S)

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Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

4. (F) TERRAIN CONDITION - CROP

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	34, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	May 25, 1983
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	657 hours (Total, all aircraft), 645 hours (Total, this make and model), 620 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	GRUMMAN AMERICAN	<b>Registration:</b>	N9703U
<b>Model/Series:</b>	AA-5A AA-5A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	AA5A 0103
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	June 3, 1983 100 hour	<b>Certified Max Gross Wt.:</b>	2400 lbs
<b>Time Since Last Inspection:</b>	3 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	180 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated	<b>Engine Model/Series:</b>	O-320-E-2G
<b>Registered Owner:</b>	DARRELL WATTENBARGER	<b>Rated Power:</b>	150 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	COU ,549 ft msl	<b>Distance from Accident Site:</b>	80 Nautical Miles
<b>Observation Time:</b>	19:52 Local	<b>Direction from Accident Site:</b>	144°
<b>Lowest Cloud Condition:</b>	Scattered / 10000 ft AGL	<b>Visibility</b>	6 miles
<b>Lowest Ceiling:</b>	Broken / 25000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	4 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	10°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	25°C / 21°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	COLUMBIA , MO (COU )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	BROOKFIELD , MO (BZK )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	19:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	Dry;Vegetation
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Forced landing

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor	<b>Latitude, Longitude:</b>	39.429119,-92.929725(est)

## Administrative Information

**Investigator In Charge (IIC):** Wall, James

**Additional Participating Persons:**

**Original Publish Date:**

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=33471>

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