



Aviation Investigation Final Report

Location:	BRANSON, Missouri	Accident Number:	MKC88LA009
Date & Time:	October 18, 1987, 16:45 Local	Registration:	N499GT
Aircraft:	Grumman American AA5B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

DURING A LNDG ON A 3600 FT STRIP, THE ACFT TOUCHED DOWN LONG. THE ACFT RAN OFF THE DEPARTURE END OF THE RWY AND COLLIDED WITH THE TERRAIN CAUSING SUBSTANTIAL DAMAGE TO THE ACFT. WITNESSES SAID THEY COULD NOT FIND ANY SKID MARKS ALONG THE PATH TAKEN BY THE ACFT. A SUBSEQUENT CHECK OF THE ACFT BRAKES INDICATED THAT THEY WERE FUNCTIONAL.

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) DISTANCE - MISJUDGED - PILOT IN COMMAND
2. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
3. (C) GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2: GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings

4. LANDING GEAR - OVERLOAD

Factual Information

Pilot Information

Certificate:	Private	Age:	47, 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:	October 29, 1985
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	158 hours (Total, all aircraft), 89 hours (Total, this make and model), 12 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Grumman American	Registration:	N499GT
Model/Series:	AA5B AA5B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	0499
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	May 20, 1987 Annual	Certified Max Gross Wt.:	2480 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2329 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-360-A4K
Registered Owner:	ARLYN T. REINHARDT	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:	SGF ,1267 ft msl	Distance from Accident Site:	40 Nautical Miles
Observation Time:	16:50 Local	Direction from Accident Site:	168°
Lowest Cloud Condition:	Scattered / 10000 ft AGL	Visibility	15 miles
Lowest Ceiling:	Broken / 25000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	23°C / 9°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	CABOOL , MO (TVB)	Type of Flight Plan Filed:	None
Destination:	POINT LOOKOUT , MO (PLK)	Type of Clearance:	None
Departure Time:	15:45 Local	Type of Airspace:	Class G

Airport Information

Airport:	POINT LOOKOUT PLK	Runway Surface Type:	Asphalt
Airport Elevation:	937 ft msl	Runway Surface Condition:	Dry
Runway Used:	11	IFR Approach:	None
Runway Length/Width:	3600 ft / 100 ft	VFR Approach/Landing:	Full stop

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:	36.640148,-93.24073(est)

Administrative Information

Investigator In Charge (IIC): Hruban, John

Additional Participating Persons: SYDNEY BUFF;

Original Publish Date: May 16, 1989

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=34514>

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](#).