



Aviation Investigation Final Report

Location:	VALENTINE, Nebraska	Accident Number:	MKC89LA113
Date & Time:	May 23, 1989, 19:15 Local	Registration:	N45278
Aircraft:	AMERICAN AA5-B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

WHILE ATTEMPTING TO LAND ON A 1500 FOOT SOD STRIP DURING HIGH TEMPERATURE AND HIGH DENSITY ALTITUDE CONDITIONS, THE PLT SAID HE WAS UNHAPPY WITH HIS FIRST ATTEMPT TO LAND AND ELECTED TO GO-AROUND. HE WAS UNABLE TO CLEAR THE TREES AT THE DEPARTURE END OF THE RUNWAY. THE AIRCRAFT COLLIDED WITH THE TREES, TEARING OFF THE LEFT WING, THEN COLLIDED WITH THE TERRAIN INVERTED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT DELAYED INITIATING A GO-AROUND AFTER NOT ATTAINING A PROPER TOUCHDOWN POINT DURING THE APPROACH TO LAND. CONTRIBUTING FACTORS WERE THE HIGH DENSITY ALTITUDE AND THE TREES OFF THE DEPARTURE END OF THE RUNWAY.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: GO-AROUND (VFR)

Findings

1. (F) WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. (F) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
3. (C) GO-AROUND - DELAYED - PILOT IN COMMAND
4. CLIMB - ATTEMPTED - PILOT IN COMMAND
5. (C) CLEARANCE - NOT POSSIBLE

6. (F) OBJECT - TREE(S)

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Private	Age:	45, 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:	August 27, 1987
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	360 hours (Total, all aircraft), 360 hours (Total, this make and model), 5 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	AMERICAN	Registration:	N45278
Model/Series:	AA5-B AA5-B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1138
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	June 4, 1988 Annual	Certified Max Gross Wt.:	2400 lbs
Time Since Last Inspection:	50 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1560 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-360-A4K
Registered Owner:	STAN ORTMEIER & CO.	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:	VTN ,2587 ft msl	Distance from Accident Site:	25 Nautical Miles
Observation Time:	19:48 Local	Direction from Accident Site:	30°
Lowest Cloud Condition:	Unknown	Visibility	15 miles
Lowest Ceiling:	Broken / 25000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	28°C / 9°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	NORFOLK , NE (OFK)	Type of Flight Plan Filed:	None
Destination:	VALENTINE , NE (5NE7)	Type of Clearance:	None
Departure Time:	18:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	MERRITT DAM 5NE7	Runway Surface Type:	Grass/turf
Airport Elevation:	2963 ft msl	Runway Surface Condition:	Dry
Runway Used:	16	IFR Approach:	None
Runway Length/Width:	1500 ft / 75 ft	VFR Approach/Landing:	Go around

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	42.869773,-100.549766(est)

Administrative Information

Investigator In Charge (IIC): Hruban, John

Additional Participating Persons: DAN UNDERWOOD;

Original Publish Date: May 22, 1990

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=34792>

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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](#).