



Aviation Investigation Final Report

Location:	HAMPTON, New Hampshire	Accident Number:	NYC91LA221
Date & Time:	August 24, 1991, 20:05 Local	Registration:	N4518B
Aircraft:	GRUMMAN AA5B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT TOOK OFF FROM A 2100 FOOT GRASS RUNWAY. HE ROTATED THE AIRPLANE ABOUT 1/3 THE WAY DOWN THE RUNWAY AND THE AIRPLANE LIFTED OFF AND THEN SETTLED BACK ON THE RUNWAY AGAIN. THE AIRPLANE LIFTED OFF AGAIN AND THE PILOT FELT HE WOULD NOT CLEAR TREES DIRECTLY IN FRONT OF HIS FLIGHT PATH. THE PILOT TURNED THE AIRPLANE TO AVOID THE TREES AND STALLED WHILE AT A LOW ALTITUDE STRIKING THE TREES.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT ROTATED THE AIRPLANE PREMATURELY, RESULTING IN AN INADVERTENT STALL AT TOO LOW AN ALTITUDE TO ALLOW RECOVERY. FACTORS RELATED TO THE ACCIDENT WERE, THE PILOT'S COMPLACENCY, FAILURE TO DETERMINE THE AIRPLANE'S PERFORMANCE CAPABILITIES PRIOR TO TAKE OFF.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. ROTATION - PREMATURE - PILOT IN COMMAND
2. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND

3. (C) STALL/MUSH - ENCOUNTERED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

4. OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Private	Age:	37, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	June 26, 1990
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	376 hours (Total, all aircraft), 277 hours (Total, this make and model), 304 hours (Pilot In Command, all aircraft), 22 hours (Last 90 days, all aircraft), 16 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	GRUMMAN	Registration:	N4518B
Model/Series:	AA5B AA5B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	AA5B-1038
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	January 2, 2000 Unknown	Certified Max Gross Wt.:	2400 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	O-360-A4K
Registered Owner:	UNK/NA	Rated Power:	180 Horsepower
Operator:	RICHARD LAFLAMME	Operating Certificate(s) Held:	None
Operator Does Business As:	UNK/NA	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Dusk
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:	NASHUA , NH (ASH)	Type of Clearance:	None
Departure Time:	20:00 Local	Type of Airspace:	

Airport Information

Airport:	HAMPTON 7B3	Runway Surface Type:	Grass/turf
Airport Elevation:	93 ft msl	Runway Surface Condition:	Wet
Runway Used:	2	IFR Approach:	None
Runway Length/Width:	2100 ft / 170 ft	VFR Approach/Landing:	None

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):	Yurman, Alan
Additional Participating Persons:	EDWARD JOHNSON; PORTLAND , ME
Original Publish Date:	May 27, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=36998

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](#).