



Aviation Investigation Final Report

Location:	CLEVELAND, Washington	Accident Number:	SEA86FA188
Date & Time:	August 9, 1986, 20:15 Local	Registration:	N5481L
Aircraft:	GRUMMAN AA-5	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal, 2 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE LOW TIME PILOT DEPARTED WITH TWO RELATIVES ABOARD FOR A LOCAL FLIGHT. THE AIRCRAFT WAS OBSERVED FLYING LOW OVER OMAK LAKE AND THEN COMMENCING A CLIMBING LEFT TURN TOWARD HIGHER TERRAIN. DURING THE CLIMBOUT, THE PILOT PERCEIVED A LOSS OF ENGINE PERFORMANCE AND APPLIED CARBURETOR HEAT. OUTSIDE AIR TEMPERATURE WAS NEAR 100 DEGREES RESULTING IN A DENSITY ALTITUDE OF NEARLY 6,000 FEET MSL AND THE AIRCRAFT WAS NEAR ITS GROSS WEIGHT. THE AIRCRAFT WAS FLOWN WINGS LEVEL INTO TERRAIN WHOSE RATE OF UPSLOPE EXCEEDED THE RATE OF CLIMB CAPABILITIES OF THE AIRCRAFT FOR THE GIVEN CONDITIONS OF THE FLIGHT.

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: CLIMB

Findings

1. (F) WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. (C) CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
3. (F) LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: MANEUVERING

Findings

4. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY
5. (C) CLEARANCE - INADEQUATE - PILOT IN COMMAND

Occurrence #3: FIRE
Phase of Operation: OTHER

Factual Information

Pilot Information

Certificate:	Private	Age:	39, 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:	Yes
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	April 24, 1984
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	92 hours (Total, all aircraft), 15 hours (Total, this make and model), 41 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	GRUMMAN	Registration:	N5481L
Model/Series:	AA-5 AA-5	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	AA50681
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	August 29, 1985 Unknown	Certified Max Gross Wt.:	2200 lbs
Time Since Last Inspection:	60 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	O-320-E2G
Registered Owner:	LARRY A. PAGE	Rated Power:	150 Horsepower
Operator:	WESTERN WINGS, INC.	Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:	CLOUD BUSTER	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Dawn
Observation Facility, Elevation:	OMK ,1108 ft msl	Distance from Accident Site:	13 Nautical Miles
Observation Time:	19:40 Local	Direction from Accident Site:	292°
Lowest Cloud Condition:	Unknown / 4500 ft AGL	Visibility	30 miles
Lowest Ceiling:	Broken / 4500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	350°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	37°C / 10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	OMAK , WA (OMK)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	20:00 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	Dirt
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal, 1 Serious	Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal, 2 Serious	Latitude, Longitude:	48.359897,-119.270187(est)

Administrative Information

Investigator In Charge (IIC): McCreary, Steven

Additional Participating Persons: ; SEATTLE , WA

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=40291>

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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](#).