



Aviation Investigation Final Report

Location:	TOLEDO, Washington	Accident Number:	SEA88LA170
Date & Time:	September 5, 1988, 12:45 Local	Registration:	N9559L
Aircraft:	GRUMMAN AA-5	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT ABORTED THE FIRST TAKEOFF DUE TO THE ENGINE NOT DEVELOPING FULL POWER. AFTER ANOTHER RUN UP, THE PILOT ELECTED TO MAKE ANOTHER TAKEOFF. THE PILOT ABORTED MIDFIELD, BY RETARDING THE POWER AND APPLYING HEAVY BRAKING, DUE TO THE AIRCRAFT NOT DEVELOPING FULL POWER. THE BRAKE FADED AND AN OVERRUN OCCURRED. DURING THE OVERRUN THE AIRCRAFT STRUCK A DITCH AND THEN A BARBED WIRE FENCE. THE AIRCRAFT CAME TO REST IN ANOTHER DITCH WHERE THE NOSE GEAR SEPARATED FROM THE AIRCRAFT. NO REASON FOR THE ENGINE NOT DEVELOPING FULL POWER COULD BE DETERMINED. INSPECTION OF THE BRAKE SYSTEM REVEALED EVIDENCE OF OVERTEMPERATURE, EXCESSIVE WEAR, AND DETERIORATED BRAKE SEALS, CONSISTENT WITH OVERHEATING.

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: TAKEOFF - ABORTED

Findings

1. LANDING GEAR,NORMAL BRAKE SYSTEM - WORN

2. (C) ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
3. (C) BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
4. (F) LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2: NOSE GEAR COLLAPSED
Phase of Operation: TAKEOFF - ABORTED

Findings

5. (F) TERRAIN CONDITION - DITCH
6. (F) OBJECT - FENCE
7. LANDING GEAR, NOSE GEAR - OVERLOAD

Factual Information

Pilot Information

Certificate:	Private	Age:	32, 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:	March 22, 1988
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	49 hours (Total, all aircraft), 3 hours (Total, this make and model), 5 hours (Pilot In Command, all aircraft), 32 hours (Last 90 days, all aircraft), 16 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	GRUMMAN	Registration:	N9559L
Model/Series:	AA-5 AA-5	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	AA5-00559
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	April 19, 1988 100 hour	Certified Max Gross Wt.:	2200 lbs
Time Since Last Inspection:	74 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1678 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-320-E2G
Registered Owner:	TOLEDO FLYING CLUB, INC.	Rated Power:	150 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:		Distance from Accident Site:	
Observation Time:	13:18 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	15 miles
Lowest Ceiling:	Overcast / 2000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	TOLEDO , WA	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	TOLEDO-WINLOCK TDO	Runway Surface Type:	Asphalt
Airport Elevation:	371 ft msl	Runway Surface Condition:	Dry
Runway Used:	23	IFR Approach:	None
Runway Length/Width:	4978 ft / 150 ft	VFR Approach/Landing:	None

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:	46.450595,-122.760307(est)

Administrative Information

Investigator In Charge (IIC):	Carrera, Candace
Additional Participating Persons:	JOHN JACKSON; SEATTLE , WA
Original Publish Date:	December 6, 1989
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=40878

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](#).