



Aviation Investigation Final Report

Location:	HEBER CITY, Utah	Accident Number:	SEA93LA147
Date & Time:	July 2, 1993, 17:15 Local	Registration:	N1379R
Aircraft:	GRUMMAN AA-5	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

DURING FLIGHT, THE PILOT ENCOUNTERED LIGHT TURBULENCE AND NOTICED LIGHTNING ON HIS INTENDED ROUTE OF FLIGHT. HE DIVERTED TO HEBER CITY TO AVOID WEATHER. ON FINAL APPROACH TO LAND, THE AIRPLANE ENCOUNTERED SEVERE WINDSHEAR AND A CROSSWIND AT ABOUT 75 FEET AGL. THE PILOT INITIATED A GO-AROUND, BUT THE AIRPLANE CONTINUED TO SETTLE. IT TOUCHED DOWN SHORT OF THE RUNWAY AND BOUNCED BACK IN THE AIR. THE PILOT CONTINUED THE GO-AROUND, BUT THE AIRPLANE YAWED AND DRIFTED OFF THE SIDE OF THE RUNWAY. SUBSEQUENTLY, A WING TIP STRUCK A FENCE POST, AND THE AIRPLANE IMPACTED TERRAIN AND WAS DAMAGED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S IMPROPER IN-FLIGHT PLANNING/DECISION AND FAILURE TO MAINTAIN RUNWAY ALIGNMENT DURING THE GO-AROUND. THE WEATHER CONDITIONS WERE RELATED FACTORS.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (F) WEATHER CONDITION - THUNDERSTORM

2. FLIGHT TO ALTERNATE DESTINATION - PERFORMED - PILOT IN COMMAND
3. (F) WEATHER CONDITION - TURBULENCE(THUNDERSTORMS)
4. (F) WEATHER CONDITION - WINDSHEAR
5. GO-AROUND - INITIATED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: GO-AROUND (VFR)

Findings

6. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
7. OBJECT - FENCE POST
8. (C) PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

On July 2, 1993, at approximately 1715 mountain daylight time (MDT), a Grumman AA5, N1379R, touched down short of the runway, and impacted the terrain during an attempted go-around at Heber Valley Airport, Heber City, Utah. The FAA certificated private pilot, who was the sole occupant of the aircraft, was not injured, but the aircraft sustained substantial damage. The personal pleasure flight, which departed St. George Municipal Airport, St. George, Utah, at about 1500 MDT, was operating in visual meteorological conditions at the time of the accident. The aircraft was not on a filed flight plan, and there was no report of an ELT activation.

The pilot, who had diverted into Heber Valley Airport after encountering thunderstorms and lightning along his intended route, said that he encountered strong crosswinds and "severe wind shear" while at about 75 feet AGL on short final. He therefore initiated a go-around, but the aircraft was forced toward the ground and made contact with the terrain short of the runway. It then bounced back into the air in a nose high, right yaw attitude. As the pilot was attempting to recover in order to continue his go-around, the aircraft drifted off to the side of the runway, collided with a fence post, and impacted the terrain.

Pilot Information

Certificate:	Private	Age:	43, 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 Expired	Last FAA Medical Exam:	February 26, 1991
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	207 hours (Total, all aircraft), 108 hours (Total, this make and model), 120 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 18 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	GRUMMAN	Registration:	N1379R
Model/Series:	AA-5 AA-5	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	AA5-0779
Landing Gear Type:		Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2200 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320-E2G
Registered Owner:	SKY'S THE LIMIT	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:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 7000 ft AGL	Visibility	30 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	20 knots / 30 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	29°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	SAINT GEORGE (SGU)	Type of Flight Plan Filed:	None
Destination:	EVANSTON (EVW)	Type of Clearance:	
Departure Time:	15:00 Local	Type of Airspace:	

Airport Information

Airport:	HEBER VALLEY AIRPORT 36U	Runway Surface Type:	
Airport Elevation:	5632 ft msl	Runway Surface Condition:	
Runway Used:	21	IFR Approach:	
Runway Length/Width:	6900 ft / 75 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	40.430706,-111.189163(est)

Administrative Information

Investigator In Charge (IIC): Anderson, Orrin

Additional Participating Persons: TOBY HERRERA; SALT LAKE CITY , UT

Original Publish Date: August 30, 1994

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=41727>

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](#).