Aviation Investigation Final Report

Location:	COQUILLE, Oregon	**Accident Number:**	SEA96LA111
Date & Time:	June 5, 1996, 14:00 Local	**Registration:**	N9875L
Aircraft:	Grumman American AA-1B	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated that while on an approach to the airport, he checked the wind sock, saw a tail wind, and decided to go around, 'but was unable to climb out in time to clear trees.' The airplane crashed into trees beyond the departure end of the runway about 520 feet above the airport elevation. The runway at the airport was 1,700 feet long. The pilot stated that he believed he had waited too long to go around, and he indicated that mechanical malfunction or failure was not involved in the accident.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's inadequate evaluation of wind conditions, and his subsequent failure to initiate a go-around in a timely manner, which resulted in his inability to maintain clearance with trees during the go-around. Factors relating to the accident included a tail wind condition, a short runway, and hilly terrain beyond 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 - TAILWIND
2. (C) WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND

3. (F) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SHORT RUNWAY/LANDING AREA
4. (C) GO-AROUND - DELAYED - PILOT IN COMMAND
5. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY
6. OBJECT - TREE(S)
7. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

On June 5, 1996, at approximately 1400 Pacific daylight time, a Grumman American AA-1B, N9875L, sustained substantial damage when it collided with trees while the pilot was attempting a go-around from an approach to Benham Airport, a private airport approximately 2 miles south of Coquille, Oregon. The private pilot, the sole occupant, received minor injuries. Visual meteorological conditions prevailed at the time of the accident and no flight plan was filed for the 14 CFR 91 flight from North Bend, Oregon.

The pilot reported that he checked the wind sock, saw a tail wind (he indicated on his accident report that winds were from 300 degrees magnetic at 7 to 8 knots), and decided to go around "but was unable to climb out in time to clear trees." According to his accident report, the accident site was located beyond the departure end of the runway and was approximately 800 feet above sea level, or about 520 feet above the 280-foot airport elevation listed on the Klamath Falls sectional aeronautical chart. The Klamath Falls sectional chart indicates that the airport runway is 1,700 feet long and is oriented generally northwest/southeast. The pilot indicated a belief on his accident report that he waited too long to go around; he further indicated that no mechanical malfunction or failure was involved in the accident.

Pilot Information

Certificate:	Private	**Age:**	59,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	**Seat Occupied:**	Unknown
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--w/ waivers/lim	**Last FAA Medical Exam:**	July 19, 1994
Occupational Pilot:	UNK	**Last Flight Review or Equivalent:**	
Flight Time:	3116 hours (Total, all aircraft), 70 hours (Total, this make and model), 2995 hours (Pilot In Command, all aircraft), 18 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Grumman American	**Registration:**	N9875L
Model/Series:	AA-1B AA-1B	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	AA1B-0475
Landing Gear Type:	Tricycle	**Seats:**	2
Date/Type of Last Inspection:	May 20, 1996 Annual	**Certified Max Gross Wt.:**	1560 lbs
Time Since Last Inspection:		**Engines:**	1 Reciprocating
Airframe Total Time:	1656 Hrs	**Engine Manufacturer:**	Lycoming
ELT:	Installed, activated, did not aid in locating accident	**Engine Model/Series:**	O-235-C2C
Registered Owner:	ROBERT L. HORTON	**Rated Power:**	108 Horsepower
Operator:	RICHARD V. BREWSTER	**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:	Clear	**Visibility**	10 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	8 knots / None	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	300°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:		**Temperature/Dew Point:**	18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	NORTH BEND (OTH)	**Type of Flight Plan Filed:**	None
Destination:		**Type of Clearance:**	None
Departure Time:	13:00 Local	**Type of Airspace:**	Class G

Airport Information

Airport:	BENHAM (PRIVATE)	**Runway Surface Type:**	Asphalt
Airport Elevation:	280 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	12	**IFR Approach:**	None
Runway Length/Width:	1700 ft / 40 ft	**VFR Approach/Landing:**	Go around

Wreckage and Impact Information

Crew Injuries:	1 Minor	**Aircraft Damage:**	Substantial
Passenger Injuries:		**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	1 Minor	**Latitude, Longitude:**	43.19918,-124.119949(est)

Administrative Information

Investigator In Charge (IIC):	Nesemeier, Gregg
Additional Participating Persons:	
Original Publish Date:	April 3, 1997
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=42382