



Aviation Investigation Final Report

Location:	CHATHAM, Massachusetts	Accident Number:	NYC98LA183
Date & Time:	September 5, 1998, 12:21 Local	Registration:	N28764
Aircraft:	Grumman American AA-5B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot performed an approach to runway 24 with gusty crosswinds from the right. The airplane floated and he performed a go-around. The pilot had not retracted the flaps which were set at 2/3. A witness observed the airplane on a go-around and reported that the left wing dropped and the airplane descended into the trees. The pilot had received his private pilot certificated one month prior. His total time was 75 hours. All of his flight training was accomplished in a Cessna 172, and he had 12 hours in the accident airplane, a Grumman American AA-5B.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the failure of the pilot to maintain airspeed during a go-around and which resulted in an inadvertent stall. Factors in the accident were the pilot's lack of total experience and the gusting crosswinds.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: GO-AROUND (VFR)

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (F) WEATHER CONDITION - GUSTS

- 3. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
- 4. (F) LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
- 5. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

- 6. TERRAIN CONDITION - HIGH VEGETATION

Factual Information

On September 5, 1998, about 1221 eastern daylight time, a Grumman American AA-5B, N28764, was substantially damaged during a go-around at Chatham Municipal Airport, Chatham, Massachusetts. The certificated private pilot was not injured. Visual meteorological conditions prevailed for the local flight. No flight plan had been filed for the flight that originated at Chatham, and was conducted under 14 CFR Part 91.

In the NTSB Form 6120.1/2, Pilot/Operator Aircraft Accident Report. The pilot stated:

"Accident occurred on landing runway 24. Approach stable (crabbed). Final approach speed 70 kts. Experienced ground effect, perhaps wind shifted to tailwind. Attempted go around - full power. Had not yet raised flaps (set to 2/3). Gust (crosswind - 300 degrees) of unknown speed (Winds apparently recorded at accident site - in sheltered hollow in excess of 20 mph) Lost control of aircraft which was blown into trees to left of runway...Pulled back power before impact...."

According to an inspector from the Federal Aviation Administration (FAA), the pilot had been practicing takeoffs and landings on runway 24. On the accident approach, the pilot had extended the landing flaps to 2/3 extension, and the airplane floated. The pilot applied power for a go-around and the airplane drifted left off the runway. While over trees, the left wing dropped and made contact with tree limbs. The airplane cartwheeled and came to rest in an area of scrub pines.

The FAA inspector further added that the left wing was buckled and bent rearward into the fuselage, and the left aileron was ripped off. The left flap was partially separated from the wing. The right wing was buckled on the outboard 6 feet.

The winds at Chatham were recorded as from 280 degrees at 11 knots, with gusts to 22 knots at 1152, and from 270 degrees at 9 knots with gusts to 17 knots at 1252.

According to FAA records, the pilot had received his private pilot certificate on August 4, 1998, at a total time of 69 hours. All training had been received in the Cessna 172. The pilot had recently purchased the accident airplane and had logged 12 hours in the airplane, all within the preceding 90 days.

Pilot Information

Certificate:	Private	Age:	56, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Right
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:	December 12, 1997
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	75 hours (Total, all aircraft), 12 hours (Total, this make and model), 40 hours (Pilot In Command, all aircraft), 26 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Grumman American	Registration:	N28764
Model/Series:	AA-5B AA-5B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	115B-797
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	November 12, 1997 Annual	Certified Max Gross Wt.:	2400 lbs
Time Since Last Inspection:	40 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2230 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-360-A4K
Registered Owner:	GORDON T. WALKER	Rated Power:	180 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:	CQX ,68 ft msl	Distance from Accident Site:	
Observation Time:	11:52 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	11 knots / 22 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	22°C / 11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(CQX)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	12:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	CHATHAM MUNI AIRPORT CQX	Runway Surface Type:	Asphalt
Airport Elevation:	68 ft msl	Runway Surface Condition:	Dry
Runway Used:	24	IFR Approach:	None
Runway Length/Width:	3001 ft / 100 ft	VFR Approach/Landing:	Full stop

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:	

Administrative Information

Investigator In Charge (IIC):	Hancock, Robert
Additional Participating Persons:	MARY GABRIEL; BEDFORD , MA
Original Publish Date:	July 26, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=43949

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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](#).