



Aviation Investigation Final Report

Location:	Dade City, Florida	Accident Number:	MIA01LA122
Date & Time:	April 14, 2001, 18:30 Local	Registration:	N81189
Aircraft:	Grumman American AA-5B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated that he was on final to land on runway 26, and during the landing the airplane bounced and went to the left. He said he attempted to execute a go-around but the aircraft went through a plastic fence which lined the runway and ceased climbing, so he set it down in a pasture. The pilot said that the wings and horizontal stabilizers were damaged as a result of the accident, and prior to the accident, there had been no mechanical failure or malfunction to the aircraft or any of its systems.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's inadequate recovery from a bounced landing, and loss of directional control which resulted in an in-flight collision with a fence during the go-around, resulting in a subsequent forced landing in a pasture.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. WEATHER CONDITION - CROSSWIND
2. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
3. (C) RECOVERY FROM BOUNCED LANDING - INADEQUATE - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

5. GO-AROUND - INITIATED - PILOT IN COMMAND

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

Findings

6. OBJECT - FENCE

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: EMERGENCY LANDING

Findings

7. TERRAIN CONDITION - OPEN FIELD

Factual Information

On April 14, 2001, about 1830 eastern daylight time, a Grumman American AA-5B, N81189, registered to, and operated by a private owner, as a Title 14 CFR Part 91 personal flight, collided with a fence during landing, at a private field in Dade City, Florida. Visual meteorological conditions prevailed, and no flight plan was filed. The private-rated pilot and one passenger were not injured, and the airplane incurred substantial damage. The flight originated in St. Petersburg, Florida, the same day, about 1800.

The pilot stated that he was on final to land on runway 26, and the wind was about 310 degrees, at a velocity of 6 knots. The pilot further stated that the touchdown may have been a little fast, and the aircraft bounced once and went to the left. He said that he then attempted to execute a go-around, and the aircraft went through a plastic fence which lined the runway. According to the pilot, he continued the climb, thinking that he could make it back around for another landing, but the aircraft ceased climbing, and he had to set it down in a pasture. He said that the aircraft incurred damage to the wings and horizontal stabilizers, and prior to the accident, there had been no mechanical failure or malfunction to the aircraft, or any of its systems.

Pilot Information

Certificate:	Private	Age:	41, 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:	January 20, 2000
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	130 hours (Total, all aircraft), 23 hours (Total, this make and model), 63 hours (Pilot In Command, all aircraft), 35 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Grumman American	Registration:	N81189
Model/Series:	AA-5B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	AA5B0453
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	March 6, 2001 Annual	Certified Max Gross Wt.:	2400 lbs
Time Since Last Inspection:	22 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2803 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-360-A4K
Registered Owner:	Dudley Cullum	Rated Power:	180 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	BKV,77 ft msl	Distance from Accident Site:	21 Nautical Miles
Observation Time:	18:53 Local	Direction from Accident Site:	320°
Lowest Cloud Condition:	Scattered / 1800 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.03 inches Hg	Temperature/Dew Point:	25°C / 21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	St. Petersburg, FL (PIE)	Type of Flight Plan Filed:	None
Destination:	Dade City, FL	Type of Clearance:	None
Departure Time:	18:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	Field Of Dreams	Runway Surface Type:	Grass/turf
Airport Elevation:	60 ft msl	Runway Surface Condition:	Dry
Runway Used:	26	IFR Approach:	None
Runway Length/Width:	2500 ft / 75 ft	VFR Approach/Landing:	Full stop;Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	2 None	Latitude, Longitude:	28.364999,-82.196662

Administrative Information

Investigator In Charge (IIC):	Lovell, John
Additional Participating Persons:	Paul Kahler; FAA FSDO; Tampa, FL
Original Publish Date:	September 30, 2003
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=52078

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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](#).