



Aviation Investigation Final Report

Location:	Brooks, Oregon	Accident Number:	SEA04CA186
Date & Time:	September 12, 2004, 14:45 Local	Registration:	N26327
Aircraft:	Grumman American AA-5A	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

According to the flight instructor, the instructional flight was a check-ride preparation flight for the student. The flight instructor said that he was having the student perform a simulated engine out approach and landing. He stated that "on short final, the air speed diminished and [he] added full power in an attempt to prevent a stall." The airplane's nose wheel contacted some berry bushes growing on a berm at the end of the runway. Subsequently, the airplane's nose pitched down and the left wing impacted the ground, resulting in the separation of the outboard 4 feet of the wing. Additionally, the engine, nose landing gear, and right main landing gear separated from the fuselage, and the empennage was bent 90 degrees to the left.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The flight instructor's failure to maintain altitude/clearance on final approach to land resulting in an in-flight collision with terrain. Contributing factors were the student pilot's failure to maintain adequate airspeed during the approach and the flight instructor's delay in taking remedial action.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (F) AIRSPEED - NOT MAINTAINED - DUAL STUDENT
2. (F) REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
3. TERRAIN CONDITION - HIGH VEGETATION
4. (C) ALTITUDE/CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND(CFI)

Factual Information

On September 12, 2004, at approximately 1445 Pacific daylight time, a Grumman American AA-5A, N26327, was destroyed when it impacted terrain during the final approach phase of a simulated forced landing at Smith Private Airport, Brooks, Oregon. The flight instructor and student pilot were not injured. Pacific Flyers Inc. of Salem, Oregon was operating the airplane under Title 14 CFR Part 91. Visual meteorological conditions prevailed for the cross-country instructional flight that departed from McMinnville, Oregon, approximately 15 minutes before the accident. A VFR flight plan had not been filed.

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Flight instructor Information

Certificate:	Commercial; Flight instructor	Age:	66, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	December 16, 2003
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1700 hours (Total, all aircraft), 400 hours (Total, this make and model), 60 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft)		

Student pilot Information

Certificate:	Student	Age:	26, Male
Airplane Rating(s):	None	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 2	Last FAA Medical Exam:	June 30, 2004
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	39 hours (Total, all aircraft), 28 hours (Total, this make and model), 9 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Grumman American	Registration:	N26327
Model/Series:	AA-5A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	AA5A0535
Landing Gear Type:	Tricycle	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	O-320-E2G
Registered Owner:	Pacific Flyers Inc.	Rated Power:	
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	SLE	Distance from Accident Site:	
Observation Time:	14:56 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 3700 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 4600 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.95 inches Hg	Temperature/Dew Point:	19°C / 12°C
Precipitation and Obscuration:			
Departure Point:	McMinnville, OR (MMV)	Type of Flight Plan Filed:	None
Destination:	Brooks, OR (29OR)	Type of Clearance:	None
Departure Time:	14:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	Smith Private Airport 29OR	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	34	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	45.031665,-122.956947

Administrative Information

Investigator In Charge (IIC):	Struhsaker, Georgia
Additional Participating Persons:	Bob Braze; Portland, OR
Original Publish Date:	December 3, 2004
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=60112

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