



Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | Fairmont, West Virginia | Accident Number: | ATL83LA359 |
| Date & Time: | September 8, 1983, 12:50 Local | Registration: | N28706 |
| Aircraft: | GRUMMAN AA-5B | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 2 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

THE PLT REPORTED THAT DURING ARRIVAL, HE FLEW OVER THE FIELD, CHECKED THE WIND INDICATOR, THEN ELECTED TO LAND ON RWY 4. WHILE IN THE TRAFFIC PATTERN, HE NOTICED TALL TREES AT THE APCH END OF THE RWY & THAT THE RWY DROPPED OFF AT THE OTHER END. HE MADE HIS APCH OVER THE TREES, THEN TOUCHED DOWN ABOUT HALFWAY DOWN THE DOWNWARD SLOPING RWY. THE ACFT BOUNCED & HE ADDED POWER TO RECOVER. HE STATED THAT HE DID NOT FEEL THERE WAS SUFFICIENT RWY REMAINING TO CLEAR TREES AT THE DEPARTURE END OR TO STOP PRIOR TO RUNNING OFF THE END WHERE THE TERRAIN DROPPED OFF. THEREFORE, THE PLT ELECTED TO GO OFF THE RWY & GROUND LOOP THE THE ACFT. WHEN HE DID THIS, THE GEAR COLLAPSED & THE ACFT SKIDDED ABOUT 100 FT BEFORE COMING TO REST.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: OVERRUN
Phase of Operation: LANDING - ROLL

Findings

1. (F) TERRAIN CONDITION - HIGH OBSTRUCTION(S)

2. (F) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
3. (C) GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
4. RECOVERY FROM BOUNCED LANDING - PERFORMED - PILOT IN COMMAND
5. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - DOWNHILL

Occurrence #2: GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings

6. (F) TERRAIN CONDITION - HIGH OBSTRUCTION(S)
7. GO-AROUND - NOT POSSIBLE - PILOT IN COMMAND
8. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND
9. LANDING GEAR - OVERLOAD

Factual Information

Pilot Information

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|----------------------------------|--|--|------------------|
| Certificate: | Private | Age: | 59, Male |
| Airplane Rating(s): | Single-engine land; Multi-engine land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | | Restraint Used: | |
| Instrument Rating(s): | Airplane | Second Pilot Present: | No |
| Instructor Rating(s): | | Toxicology Performed: | No |
| Medical Certification: | Class 3 Valid Medical--w/ waivers/lim | Last FAA Medical Exam: | December 1, 1982 |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | |
| Flight Time: | 4000 hours (Total, all aircraft), 40 hours (Total, this make and model), 4000 hours (Pilot In Command, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--------------------------|---------------------------------------|-----------------|
| Aircraft Make: | GRUMMAN | Registration: | N28706 |
| Model/Series: | AA-5B AA-5B | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | AA580767 |
| Landing Gear Type: | Tricycle | Seats: | 4 |
| Date/Type of Last Inspection: | August 1, 1983 Annual | Certified Max Gross Wt.: | 2000 lbs |
| Time Since Last Inspection: | 4 Hrs | Engines: | 1 Reciprocating |
| Airframe Total Time: | 1878 Hrs | Engine Manufacturer: | LYCOMING |
| ELT: | Installed, not activated | Engine Model/Series: | O-320-E2G |
| Registered Owner: | RONALD A. RIPLEY | Rated Power: | 150 Horsepower |
| Operator: | FALCON AERO CLUB | Operating Certificate(s) Held: | |
| Operator Does Business As: | | Operator Designator Code: | |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|-------------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | CKB ,1203 ft msl | Distance from Accident Site: | 16 Nautical Miles |
| Observation Time: | 11:45 Local | Direction from Accident Site: | 45° |
| Lowest Cloud Condition: | Scattered / 3500 ft AGL | Visibility | 15 miles |
| Lowest Ceiling: | Unknown | Visibility (RVR): | |
| Wind Speed/Gusts: | / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 0° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 30 inches Hg | Temperature/Dew Point: | 22°C / 14°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | MORGANTOWN , WV (MGW) | Type of Flight Plan Filed: | None |
| Destination: | | Type of Clearance: | None |
| Departure Time: | 12:40 Local | Type of Airspace: | Class G |

Airport Information

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|-----------------------------|------------------------|----------------------------------|---------------------------|
| Airport: | FAIRMONT MUNICIPAL 4G7 | Runway Surface Type: | Asphalt |
| Airport Elevation: | 1040 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 4 | IFR Approach: | None |
| Runway Length/Width: | 2810 ft / 75 ft | VFR Approach/Landing: | Full stop;Traffic pattern |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|---------------------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | 1 None | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 2 None | Latitude, Longitude: | 39.448052,-80.167065(est) |

Administrative Information

Investigator In Charge (IIC): Fouts, Charles

Additional Participating Persons:

Original Publish Date: June 14, 2023

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=6197>

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](#).