



Aviation Investigation Final Report

Location:	Boulder City, Nevada	Accident Number:	LAX06LA073
Date & Time:	December 30, 2005, 13:00 Local	Registration:	N5435L
Aircraft:	Grumman AA-5	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The airplane veered off the runway into terrain as it was lifting off. The pilot completed a preflight through the "ready to taxi" checklist. As he taxied out, he watched a large sea plane take off, and then a Cessna departed ahead of him. He attempted to rotate at 60 mph during the ground roll, but was unable to raise the nose. He then discovered that he had forgotten to remove the flight control's gust lock prior to takeoff. He noted that he had a portable GPS mounted to the yoke, which obstructed his view of the gust lock and access to it. The airplane veered off the left side of the runway, and sustained damage when it encountered terrain.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate preflight inspection and failure to follow the airplane's checklist, which resulted in his failure to remove the gust lock prior to flight.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. (C) CHECKLIST - NOT COMPLIED WITH - PILOT IN COMMAND
3. (C) REMOVAL OF CONTROL/GUST LOCK(S) - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

4. TERRAIN CONDITION - GROUND

Factual Information

On December 30, 2005, about 1300 Pacific standard time, a Grumman AA-5, N5435L, veered off the runway and collided with terrain during takeoff at Boulder City, Nevada. The pilot/owner was operating the airplane as a local personal flight under the provisions of 14 CFR Part 91. The private pilot, the sole occupant, sustained minor injuries; the airplane sustained substantial damage. Visual meteorological conditions prevailed, and no flight plan had been filed.

The pilot reported that he completed a preflight through the "ready to taxi" checklist. As he taxied out, he watched a large sea plane take off, and then a Cessna departed ahead of him. He attempted to rotate at 60 mph, but was unable to raise the nose. He then discovered that he had forgotten to remove the flight control's gust lock prior to takeoff. He noted that he had a portable GPS mounted to the yoke, which obstructed his view of the gust lock and access to it. He could not recall a previous occasion in his 26 years of flying this airplane where he did not follow the airplane's checklist.

The airplane veered off the left side of the runway, and sustained damage when it encountered terrain.

Pilot Information

Certificate:	Private	Age:	72, 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	Last FAA Medical Exam:	February 1, 2005
Occupational Pilot:	No	Last Flight Review or Equivalent:	September 1, 2005
Flight Time:	1082 hours (Total, all aircraft), 1082 hours (Total, this make and model), 8 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Grumman	Registration:	N5435L
Model/Series:	AA-5	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	AA5-0335
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	January 1, 2005 Annual	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:	24 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4385 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-320-E2G
Registered Owner:	William E. Huff	Rated Power:	150 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:	HND,0 ft msl	Distance from Accident Site:	13 Nautical Miles
Observation Time:	12:56 Local	Direction from Accident Site:	270°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.95 inches Hg	Temperature/Dew Point:	14°C / -6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Boulder City, NV (61B)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	VFR
Departure Time:	13:00 Local	Type of Airspace:	

Airport Information

Airport:	Boulder City Municipal 61B	Runway Surface Type:	Asphalt
Airport Elevation:	2201 ft msl	Runway Surface Condition:	Dry
Runway Used:	27L	IFR Approach:	None
Runway Length/Width:	4800 ft / 75 ft	VFR Approach/Landing:	None

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:	35.947498,-114.861114

Administrative Information

Investigator In Charge (IIC):	Plagens, Howard
Additional Participating Persons:	Nick Harrington; Federal Aviation Administration ; Las Vegas, NV
Original Publish Date:	July 25, 2007
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=63024

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