



Aviation Investigation Final Report

Location:	MONONA, Iowa	Accident Number:	MKC82DA038
Date & Time:	February 21, 1982, 16:00 Local	Registration:	N9958U
Aircraft:	GRUMMAN AA-5A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT TAXIED TO THE SOUTH END OF THE RUNWAY TO DEPART WITH THREE PASSENGERS. HE BEGAN A SOFT FIELD TAKEOFF ROLL ON A SOFT, WET RUNWAY WITH 10 DEGREES OF FLAPS. THE NOSE WHEEL WAS LIFTED OFF EARLY. IT WAS HELD OFF AS THE PLANE ACCELERATED. THE PILOT REPORTED REACHING AN AIRSPEED THAT WAS NOT HIGH ENOUGH. THE PLANE LIFTED OFF, BUT SETTLED BACK TO THE GROUND. THE PILOT INITIATED AN ABORT BY REDUCING THE POWER TO IDLE AND APPLYING BRAKES. THE PLANE RAN OFF THE END OF THE RUNWAY, WENT THROUGH A DITCH, AND CAME TO REST ON A ROAD. THE NOSE AND RIGHT MAIN GEAR SEPARATED. THE PROPELLER, LOWER COWLING, AND RIGHT WING WERE DAMAGED.

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: TAKEOFF

Findings

1. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
2. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SOFT

3. (C) LIFT-OFF - PREMATURE - PILOT IN COMMAND
4. (C) ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND

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

Findings

5. (F) TERRAIN CONDITION - DITCH

Occurrence #3: COMPLETE GEAR COLLAPSED
Phase of Operation: TAKEOFF

Findings

6. LANDING GEAR,MAIN GEAR - OVERLOAD
7. LANDING GEAR,NOSE GEAR - OVERLOAD

Factual Information

Pilot Information

Certificate:	Private	Age:	20, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	July 17, 1980
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	92 hours (Total, all aircraft), 7 hours (Total, this make and model), 51 hours (Pilot In Command, all aircraft), 14 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	GRUMMAN	Registration:	N9958U
Model/Series:	AA-5A AA-5A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	AA5A0358
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2200 lbs
Time Since Last Inspection:	69 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1129 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	O-320-E2G
Registered Owner:	FIRST LEASING COMPANY	Rated Power:	150 Horsepower
Operator:	WINGS OVER IOWA	Operating Certificate(s) Held:	
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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	6 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	35°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	MONONA , IA (7C3)	Type of Flight Plan Filed:	None
Destination:	WINONA , MN	Type of Clearance:	None
Departure Time:	16:00 Local	Type of Airspace:	

Airport Information

Airport:	MONONA MUNICIPAL 7C3	Runway Surface Type:	Grass/turf
Airport Elevation:	0 ft msl	Runway Surface Condition:	Wet
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	3000 ft / 120 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	43.050483,-91.389503(est)

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: February 21, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=71748>

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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](#).