



# Aviation Investigation Final Report

<b>Location:</b>	PAULDEN, Arizona	<b>Accident Number:</b>	LAX82DA159
<b>Date &amp; Time:</b>	April 15, 1982, 08:30 Local	<b>Registration:</b>	N34ER
<b>Aircraft:</b>	GRUMMAN AA-5B	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

## Analysis

DURING A SIMULATED FORCED LANDING AFTER FOLLOWING THE PRESCRIBED RESTART PROCEDURES THE STUDENT, UNDER THE SUPERVISION OF THE INSTRUCTOR, EXECUTED HER SECURING PROCEDURES. IT WAS THE INSTRUCTOR'S POLICY TO LET THE STUDENT ACTUALLY MOVE THE PROPER CONTROL THEN HE WOULD IMMEDIATELY PLACE IT BACK IN THE PROPER POSITION. THE STUDENT TURNED THE FUEL SELECTOR TO THE OFF POSITION BUT THE INSTRUCTOR FAILED TO SWITCH IT BACK. AT AN ALTITUDE OF APPROXIMATELY 550 FEET AGL THE INSTRUCTOR TOOK CONTROL OF THE AIRCRAFT AND APPLIED GO-AROUND POWER. WHEN THE ENGINE FAILED TO PRODUCE POWER THE INSTRUCTOR NOTICED THE FUEL SELECTOR WAS IN THE OFF POSITION. HE IMMEDIATELY TURNED IT TO THE LEFT TANK BUT HAD TO ACCOMPLISH A FORCED LANDING BECAUSE THE ENGINE FAILED TO REGAIN POWER. TOUCHDOWN WAS HARD AND THE AIRPLANE SWERVED TO A RESTING POSITION ABOUT 180 DEGREES DIVERGENT FROM THE LANDING DIRECTION.

## Probable Cause and Findings

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

### Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL  
Phase of Operation: DESCENT

Findings

1. (C) FLUID,FUEL - STARVATION
2. (C) FUEL TANK SELECTOR POSITION - NOT CORRECTED - PILOT IN COMMAND
3. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND

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Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

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Occurrence #3: HARD LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	28, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	August 4, 1981
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1195 hours (Total, all aircraft), 526 hours (Total, this make and model), 1052 hours (Pilot In Command, all aircraft), 213 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	GRUMMAN	<b>Registration:</b>	N34ER
<b>Model/Series:</b>	AA-5B AA-5B	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	AA5B0887
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	2000 lbs
<b>Time Since Last Inspection:</b>	0 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3341 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	O-360-A4K
<b>Registered Owner:</b>	EMBRY-RIDDLE UNIVERSITY	<b>Rated Power:</b>	180 Horsepower
<b>Operator:</b>	EMBRY-RIDDLE UNIVERSITY	<b>Operating Certificate(s) Held:</b>	
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	PRC	<b>Distance from Accident Site:</b>	14 Nautical Miles
<b>Observation Time:</b>	07:55 Local	<b>Direction from Accident Site:</b>	155°
<b>Lowest Cloud Condition:</b>	Unknown	<b>Visibility</b>	65 miles
<b>Lowest Ceiling:</b>	Unknown	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	190°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	50°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	PRESCOTT , AZ	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	PRESCOTT , AZ	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	06:50 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>	0 ft msl	<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	Contact
<b>Runway Length/Width:</b>	0 ft / 0 ft	<b>VFR Approach/Landing:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	34.900501,-112.430809(est)

## Administrative Information

**Investigator In Charge (IIC):**

**Additional Participating Persons:**

**Original Publish Date:** April 15, 1983

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=72170>

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.

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