



# Aviation Investigation Final Report

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<b>Location:</b>	Brunswick, Georgia	<b>Accident Number:</b>	ERA09CA118
<b>Date &amp; Time:</b>	December 31, 2008, 12:00 Local	<b>Registration:</b>	N7138L
<b>Aircraft:</b>	GRUMMAN AMERICAN AVN. CORP. AA-5	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

While landing, the pilot approached the runway in a "crab" and with the right wing down, into the wind. The pilot stated that a "strong gust" of wind pushed the right wing toward the ground as the main gear touched down in a nose-up attitude. The airplane became airborne; the pilot decided to initiate a go-around and applied full power. As the airplane gained altitude, another gust of wind rolled the airplane to the right. The pilot applied full ailerons and rudder authority to level the wings, then realized the airplane was headed towards trees that it would be unable to clear. The pilot then pulled the throttle to idle and flared the airplane into a stall as the airplane descended into the trees. The wind at the time of the accident was 40 degrees right of the airplane's nose at 12 knots, gusting to 20 knots.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain control of the airplane during the landing flare. Contributing to the accident were the gusting winds.

## Findings

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<b>Personnel issues</b>	Incorrect action selection - Pilot
<b>Environmental issues</b>	High wind - Response/compensation
<b>Aircraft</b>	(general) - Not attained/maintained

## Factual Information

### History of Flight

<b>Landing-flare/touchdown</b>	Loss of control on ground (Defining event)
<b>Initial climb</b>	Loss of control in flight
<b>Uncontrolled descent</b>	Collision with terr/obj (non-CFIT)

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	54, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 With waivers/limitations	<b>Last FAA Medical Exam:</b>	September 25, 2007
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	148 hours (Total, all aircraft), 141 hours (Total, this make and model), 87 hours (Pilot In Command, all aircraft), 22 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	GRUMMAN AMERICAN AVN. CORP.	<b>Registration:</b>	N7138L
<b>Model/Series:</b>	AA-5 Traveler	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	AA5-0638
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	April 28, 2008 Annual	<b>Certified Max Gross Wt.:</b>	2200 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	4168.8 Hrs at time of accident	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-320-E2G
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	150 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	BQK,26 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	12:01 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Indefinite (V V)	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	12 knots / 20 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	290°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.96 inches Hg	<b>Temperature/Dew Point:</b>	18°C / 4°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Wilmington, NC (ILM )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Brunswick, GA (BQK )	<b>Type of Clearance:</b>	VFR flight following
<b>Departure Time:</b>	08:35 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	Brunswick Golden Isles Airport BQK	<b>Runway Surface Type:</b>	Asphalt;Concrete
<b>Airport Elevation:</b>	26 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	25	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	8001 ft / 150 ft	<b>VFR Approach/Landing:</b>	Straight-in

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<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>	31.258611,-81.466392(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Etcher, Shawn
<b>Additional Participating Persons:</b>	Howard S Young; FAA/FSDO; College Park, GA
<b>Original Publish Date:</b>	March 23, 2009
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=73169">https://data.nts.gov/Docket?ProjectID=73169</a>

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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