Aviation Investigation Final Report

Location:	Payson, Arizona	**Accident Number:**	WPR09CA106
Date & Time:	February 1, 2009, 13:05 Local	**Registration:**	N5423L
Aircraft:	Grumman AA-5	**Aircraft Damage:**	Substantial
Defining Event:	Hard landing	**Injuries:**	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The AWOS reported winds were from 101 degrees at 11 knots, but another airplane was landing on runway 24, so the pilot announced that he would follow that airplane for landing. His approach was high and fast and he applied full flaps early and reduced the engine power to idle. The pilot reported encountering gusty wind conditions during the approach, but felt that he had the landing under control. The airplane was nearing touchdown, about midfield, when it suddenly descended and landed hard on the runway and bounced back into the air. The pilot said that the airspeed was about 60 miles per hour (mph), with no stall warning horn heard. The airplane was aligned with the runway centerline, and he felt that the airplane was under control, so he applied a small amount of power to cushion the touchdown. The airplane touched down and then bounced back into the air again. The pilot said that the bounce was smaller and it appeared that the airplane was slower as well. The airplane finally settled onto the runway; however, the right main landing gear touched down with more force and the airplane veered to the left of the runway and into a drainage swale. He was worried that the airplane would run into buildings or other aircraft, and since the airspeed was at 55 mph, he decided to get the airplane back into the air. He proceeded with the go-around, and once the airplane accelerated to 80 mph, he retracted the flaps. At this point, the right wing struck the windsock pole and the airplane began to sink back to the gound. He placed the airplane in a nose high attitude in hopes of clearing the airport perimeter fence; however, the airplane struck the fence and cartwheeled before coming to rest upright.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate recovery from a bounced landing and failure to maintain directional control. Contributing to the accident was the crosswind condition.

Findings

Aircraft	Directional control - Not attained/maintained
Environmental issues	Crosswind - Response/compensation
Personnel issues	Incorrect action performance - Pilot
Personnel issues	Aircraft control - Pilot

Factual Information

History of Flight

Landing-flare/touchdown	Hard landing (Defining event)
Landing-landing roll	Loss of control on ground
Landing-landing roll	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Private	**Age:**	25,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 1 Without waivers/limitations	**Last FAA Medical Exam:**	May 8, 2006
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	June 29, 2007
Flight Time:	112 hours (Total, all aircraft), 10 hours (Total, this make and model), 48 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Grumman	**Registration:**	N5423L
Model/Series:	AA-5	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal; Utility	**Serial Number:**	AA5-0323
Landing Gear Type:	Tricycle	**Seats:**	
Date/Type of Last Inspection:		**Certified Max Gross Wt.:**	
Time Since Last Inspection:		**Engines:**	1 Reciprocating
Airframe Total Time:		**Engine Manufacturer:**	Lycoming
ELT:	Installed, not activated	**Engine Model/Series:**	O-320
Registered Owner:	Plane Options Inc.	**Rated Power:**	
Operator:	Plane Options Inc.	**Operating Certificate(s) Held:**	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	PRC,5100 ft msl	**Distance from Accident Site:**	58 Nautical Miles
Observation Time:	12:53 Local	**Direction from Accident Site:**	290°
Lowest Cloud Condition:	Clear	**Visibility**	10 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	10 knots / 17 knots	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	340°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	30.17 inches Hg	**Temperature/Dew Point:**	14°C / -8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Chandler, AZ (CHD)	**Type of Flight Plan Filed:**	None
Destination:	Payson, AZ (PAN)	**Type of Clearance:**	None
Departure Time:	12:21 Local	**Type of Airspace:**	

Airport Information

Airport:	Payson Airport PAN	**Runway Surface Type:**	Asphalt
Airport Elevation:	5157 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	24	**IFR Approach:**	None
Runway Length/Width:	5500 ft / 75 ft	**VFR Approach/Landing:**	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	**Aircraft Damage:**	Substantial
Passenger Injuries:	1 None	**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	
Total Injuries:	2 None	**Latitude, Longitude:**	34.26139,-111.34333

Administrative Information

Investigator In Charge (IIC):	Cornejo, Tealeye
Additional Participating Persons:	Daren DuFriend; Federal Aviation Administration; Scottsdale, AZ
Original Publish Date:	May 12, 2009
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=73308