



Aviation Investigation Final Report

Location:	STOCKBRIDGE, Georgia	Accident Number:	ATL87LA060
Date & Time:	January 14, 1987, 14:15 Local	Registration:	N26900
Aircraft:	GRUMMAN AA-5A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

DURING AN ATTEMPTED LANDING, THE PILOT LOST DIRECTIONAL CONTROL AND VEERED OFF THE RIGHT SIDE OF RUNWAY 29 AND COLLIDED WITH A TREE. THE PILOT REPORTED THAT A GUST OF WIND FROM THE LEFT RESULTED IN THE LEFT WING RISING ABOUT 7 FEET. THE PILOT APPLIED POWER FOR AN ATTEMPTED GO-AROUND. REALIZING THAT A SAFE CLIMBOUT COULD NOT BE ACCOMPLISHED, HE ABORTED. THERE WERE NO REPORTED AIRCRAFT PROBLEMS. THE WINDS WERE LIGHT AND VARIABLE WHEN THE PILOT STARTED THE APPROACH.

Probable Cause and Findings

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

Findings

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

Findings

1. WEATHER CONDITION - GUSTS
 2. (C) GO-AROUND - ATTEMPTED - PILOT IN COMMAND
 3. (C) GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND
 4. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

5. OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Private	Age:	29, 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 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	September 29, 1986
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	102 hours (Total, all aircraft), 102 hours (Total, this make and model), 77 hours (Pilot In Command, all aircraft), 75 hours (Last 90 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	GRUMMAN	Registration:	N26900
Model/Series:	AA-5A AA-5A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	AA5A-0798
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	February 7, 1986 Annual	Certified Max Gross Wt.:	2200 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3104 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320
Registered Owner:	JAMES M. WALLACE	Rated Power:	150 Horsepower
Operator:		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:	ATL ,997 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	13:52 Local	Direction from Accident Site:	360°
Lowest Cloud Condition:	Scattered / 800 ft AGL	Visibility	15 miles
Lowest Ceiling:	Overcast / 2200 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	17°C / 3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ATHEN , GA (AHN)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	13:45 Local	Type of Airspace:	Class G

Airport Information

Airport:	BERRY HILL 4AO	Runway Surface Type:	Asphalt
Airport Elevation:	770 ft msl	Runway Surface Condition:	Dry
Runway Used:	29	IFR Approach:	None
Runway Length/Width:	3000 ft / 40 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	33.54034,-84.239334(est)

Administrative Information

Investigator In Charge (IIC):	Powell, Phillip
Additional Participating Persons:	JOE WALL; ATLANTA , GA
Original Publish Date:	March 21, 1988
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=7370

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.

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](#).