



# Aviation Investigation Final Report

<b>Location:</b>	CAMDEN, Tennessee	<b>Accident Number:</b>	ATL91LA156
<b>Date &amp; Time:</b>	August 7, 1991, 16:00 Local	<b>Registration:</b>	N28544
<b>Aircraft:</b>	Grumman American AA-5B	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

## Analysis

THE STUDENT PILOT WAS PERFORMING THE TAKEOFF OF THE RETURN LEG OF A VFR CROSS COUNTRY FLIGHT. AT ABOUT 55-60 KNOTS, HE BEGAN TO ROTATE, AND THE STALL WARNING HORN ACTIVATED. THE AIRPLANE WAS NOT REACHING FLYING AIRSPEED, SO HE REDUCED THE THROTTLE AND APPLIED BRAKES. HE WAS UNABLE TO BRING THE AIRPLANE TO A STOP IN THE REMAINING RUNWAY SURFACE, AND THE AIRPLANE COLLIDED WITH A TREE AND A CREEK BED. THE PILOT REPORTED NO MECHANICAL PROBLEMS WITH THE AIRPLANE, AND NONE WERE FOUND DURING THE POST ACCIDENT INSPECTION. THE PILOT, WHOSE TOTAL FLYING TIME WAS 21 HOURS, REPORTED THE TEMPERATURE AT TAKEOFF TO BE ABOUT 100 DEGREES F.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE STUDENT PILOT'S DELAYED DECISION TO ABORT THE TAKEOFF, RESULTING IN HIS INABILITY TO STOP THE AIRPLANE IN THE REMAINING RUNWAY. FACTORS WERE THE PILOT'S LACK OF TOTAL FLYING EXPERIENCE, AND THE HIGH OUTSIDE AIR TEMPERATURE AT THE TIME OF THE ACCIDENT.

## Findings

Occurrence #1: OVERRUN  
Phase of Operation: TAKEOFF - ABORTED

Findings

1. (F) WEATHER CONDITION - TEMPERATURE EXTREMES
2. (C) ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
3. (F) LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

-----

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: TAKEOFF - ABORTED

Findings

4. OBJECT - TREE(S)

## Factual Information

### Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	22, Male
<b>Airplane Rating(s):</b>	None	<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>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	June 27, 1991
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	21 hours (Total, all aircraft), 21 hours (Total, this make and model), 10 hours (Pilot In Command, all aircraft), 21 hours (Last 90 days, all aircraft), 21 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Grumman American	<b>Registration:</b>	N28544
<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>	AA5B-0669
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	January 2, 2000 Unknown	<b>Certified Max Gross Wt.:</b>	2400 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-360-A4K
<b>Registered Owner:</b>	HAMILTON, ERNEST O.	<b>Rated Power:</b>	180 Horsepower
<b>Operator:</b>	HAMILTON, ERNEST O.	<b>Operating Certificate(s) Held:</b>	None
<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>	MKL ,434 ft msl	<b>Distance from Accident Site:</b>	45 Nautical Miles
<b>Observation Time:</b>	16:51 Local	<b>Direction from Accident Site:</b>	240°
<b>Lowest Cloud Condition:</b>	Scattered / 4500 ft AGL	<b>Visibility</b>	7 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	6 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	230°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	36°C / 21°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	ARLINGTON , TN (LHC )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	16:00 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	BENTON COUNTY 0M4	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	468 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	21	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3500 ft / 75 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 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>	1 None	<b>Latitude, Longitude:</b>	36.059959,-88.099945(est)

## Administrative Information

**Investigator In Charge (IIC):** Hicks, Ralph

**Additional Participating Persons:** W.T. VOSS; MEMPHIS , TN  
R.K. MCMINN; MEMPHIS , TN  
B.A. WILLEY; MEMPHIS , TN

**Original Publish Date:** December 4, 1992

**Last Revision Date:**

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

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=8454>

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](#).