



National Transportation Safety Board Aviation Accident Data Summary

Location:	SAINT JAMES, MI	Accident Number:	CHI95LA303
Date & Time:	09/01/1995, 1115 EDT	Registration:	N9528L
Aircraft:	GRUMMAN AA-5	Injuries:	2 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PILOT REPORTED THAT THE LEFT FUEL GAGE WAS NOT WORKING AND BOTH FUEL TANKS WERE FULL PRIOR TO DEPARTURE. HE DID NOT LEAN THE ENGINE DURING THE 2.7 HOUR FLIGHT. THE PILOT INITIATED A GO-AROUND DURING AN ATTEMPTED LANDING. WHEN THE AIRPLANE WAS AT AN ALTITUDE OF ABOUT 50 FEET, THE ENGINE LOST POWER. THE PILOT ATTEMPTED TO LAND THE AIRPLANE ON THE REMAINING RUNWAY. THE AIRPLANE DEPARTED THE RUNWAY AT THE DEPARTURE END AND 'SLID INTO THE TREES.' EXAMINATION OF THE WRECKAGE REVEALED NO USABLE FUEL REMAINED IN THE FUEL TANKS AND THE FUEL LINES WERE EMPTY. ABOUT 3/8 INCH OF FUEL REMAINED IN THE CARBURETOR BOWL. A FUEL LINE FITTING WAS LEAKING NEAR THE FUEL PUMP.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's operation of the airplane with an inoperative fuel gage and the leaking fuel line fitting, which resulted in fuel exhaustion, loss of engine power, and a forced landing. The inoperative fuel gage was a related factor.

Findings

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

Findings

1. (F) ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - INOPERATIVE
2. (C) OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND
3. (C) FUEL SYSTEM,LINE FITTING - LEAK
4. (C) FUEL SYSTEM - EXHAUSTION

Occurrence #2: FORCED LANDING
Phase of Operation: EMERGENCY DESCENT/LANDING

Occurrence #3: OVERRUN
Phase of Operation: LANDING - ROLL

Occurrence #4: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING

Findings

5. OBJECT - TREE(S)

Pilot Information

Certificate:	Private	Age:	47
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	102 hours (Total, all aircraft), 3 hours (Total, this make and model), 37 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	GRUMMAN	Registration:	N9528L
Model/Series:	AA-5 AA-5	Engines:	1 Reciprocating
Operator:	JOHN CONRAD	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	O-320-E2G
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Pilot
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	7 knots / , 270°
Temperature:	21 °C	Visibility	15 Miles
Precipitation and Obscuration:			
Departure Point:	THREE RIVERS, MI (HAI)	Destination:	

Airport Information

Airport:	WELKE (6Y8)	Runway Surface Type:	Grass/turf
Runway Used:	18	Runway Surface Condition:	Vegetation
Runway Length/Width:	3500 ft / 140 ft		

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): WESLEY M ROBBINS Adopted Date: 03/21/1996

Investigation Docket: NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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