



National Transportation Safety Board Aviation Accident Final Report

Location:	WARSAW, IN	Accident Number:	CHI83LA098
Date & Time:	02/01/1983, 1151 EST	Registration:	N209JA
Aircraft:	GULFSTREAM AMERICAN AA-5B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PLT REPORTED THAT DURING ARRIVAL, HE CONTACTED UNICOM FOR AN ADVISORY. REPORTEDLY, THE WIND AT THAT TIME WAS FROM 090 DEG AT 15 KTS, WITHIN THE X-WIND CAPABILITY OF THE ACFT. DURING THE APPROACH AND LANDING, THE PLT SLIPPED THE PLANE TO A NORMAL RIGHT-WHEEL TOUCHDOWN ON RWY 36. AT ABOUT THAT TIME, A HEAVY GUST WAS ENCOUNTERED AND THE ACFT LIFTED OFF AGAIN. THE PLT APPLIED POWER AND RETURNED OVER THE RWY FOR A 2ND ATTEMPT TO LAND. ANOTHER GUST WAS ENCOUNTERED AND THE LEFT WING TIP STRUCK THE GROUND. THE PLT ADDED POWER TO GO AROUND. REPORTEDLY, THE AIRSPEED WAS SLOW AND THE ACFT DRIFTED TO THE WEST TOWARD A WATER TOWER AND OTHER OBSTACLES. SUBSEQUENTLY, THE ACFT MUSHED INTO A ROUGH FIELD AND COLLIDED WITH A FENCE. THE PILOT ESTIMATED THAT THE WIND HAD GUSTED TO 30 KTS.

Probable Cause and Findings

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

Findings

Occurrence #1: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. (F) WEATHER CONDITION - HIGH WIND
3. (F) WEATHER CONDITION - CROSSWIND
4. (F) WEATHER CONDITION - GUSTS
5. (F) COMPENSATION FOR WIND CONDITIONS - NOT POSSIBLE - PILOT IN COMMAND
6. (F) WING - FAILURE, PARTIAL

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

7. (F) GO-AROUND - ATTEMPTED - PILOT IN COMMAND
8. (F) TERRAIN CONDITION - HIGH OBSTRUCTION(S)
9. (F) AIRSPEED - INADEQUATE - PILOT IN COMMAND
10. (F) STALL/MUSH - INADVERTENT - PILOT IN COMMAND
11. (F) ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
12. (F) OBJECT - FENCE

Factual Information

Pilot Information

Certificate:	Private	Age:	60, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	10/22/1981
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1232 hours (Total, all aircraft), 760 hours (Total, this make and model), 1133 hours (Pilot In Command, all aircraft), 37 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	GULFSTREAM	Registration:	N209JA
Model/Series:	AMERICAN AA-5B AMERICAN A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	AA5B1031
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	12/01/1982, Annual	Certified Max Gross Wt.:	2400 lbs
Time Since Last Inspection:	0 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1060 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated	Engine Model/Series:	O-360-A4K
Registered Owner:	SHERWOOD M. BROOME	Rated Power:	180 hp
Operator:	SHERWOOD M. BROOME	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 3000 ft agl	Visibility	5 Miles
Lowest Ceiling:	Broken / 3000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	15 knots / 30 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-2° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

Airport Information

Airport:	WARSAW MUNI. (ASW)	Runway Surface Type:	Asphalt
Airport Elevation:	842 ft	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	4975 ft / 75 ft	VFR Approach/Landing:	Full Stop; 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:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	FRED A RATHKE JR.	Report Date:	
Additional Participating Persons:			
Publish Date:			
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/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).