



National Transportation Safety Board Aviation Accident Data Summary

Location:	WARSAW, IN	Accident Number:	CHI83LA098
Date & Time:	02/01/1983, 1151 EST	Registration:	N209JA
Aircraft:	GULFSTREAM AMERICAN AA-5B	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

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

Pilot Information

Certificate:	Private	Age:	60
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):		Instructor Rating(s):	
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	Engines:	1 Reciprocating
Operator:	SHERWOOD M. BROOME	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	O-360-A4K
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:	Broken / 3000 ft agl	Wind Speed/Gusts, Direction:	15 knots / 30 knots, 90°
Temperature:	-2°C	Visibility	5 Miles
Precipitation and Obscuration:			
Departure Point:	Destination:		

Airport Information

Airport:	WARSAW MUNI. (ASW)	Runway Surface Type:	Asphalt
Runway Used:	36	Runway Surface Condition:	Dry
Runway Length/Width:	4975 ft / 75 ft		

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): FRED A RATHKE JR.

Adopted 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/>.

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