



National Transportation Safety Board Aviation Accident Data Summary

Location:	Greeneville, TN	Accident Number:	MIA02FA162
Date & Time:	09/01/2002, 1650 EDT	Registration:	N9807U
Aircraft:	Gulfstream American AA-5A	Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

Witnesses reported observing the pilot repeatedly trying to start the engine for several minutes, and stated that after at least 5 minutes the engine started but immediately ceased operating. The witnesses further stated that the pilot then exited the airplane, did something to the engine, and then got back in the airplane and it started. It would not idle normally and required a higher power setting in order for it to remain operating. A witness said that the pilot maintained a high power setting to keep the engine operating, and taxied for takeoff. The witness further stated that he was about 50 to 75 feet away and he could hear the engine "struggling" to operate. During initial climb after takeoff, other witnesses reported hearing the airplane and stated that they heard three loud noises, each sounding like a "backfire", and after the last backfire there was silence. One witness reported looking up and seeing the propeller not rotating, and all witnesses said they saw the airplane enter a turn. They said there was no engine noise, and the airplane glided while turning as if to return to land at the airport, but they last sight of it as it descended below the trees. After the airplane disappeared from sight below the trees the witnesses stated that there was a loud "boom" and they saw smoke billow up in the air. Examination of the accident scene showed that the airplane struck trees and descended, impacting the ground, about 0.5 mile from the center of the airport, north of the departure end of runway 05. The airplane had come apart as it impacted the trees and the ground and a postcrash fire had ensued. The pilot received fatal injuries. Examination of the airframe, the flight controls and the engine did not reveal any pre-accident anomalies.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A loss of engine power for undetermined reasons and the pilot's decision to continue flight with a known equipment deficiency. Also causal was the pilot's failure to maintain airspeed which resulted in a stall.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED - PILOT IN COMMAND

Occurrence #2: FORCED LANDING
Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF

Occurrence #3: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Findings

- 2. (C) AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
- 3. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #4: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: DESCENT - UNCONTROLLED

Findings

- 4. OBJECT - TREE(S)

Occurrence #5: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

- 5. TERRAIN CONDITION - GROUND

Pilot Information

Certificate:	Private	Age:	
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	694 hours (Total, all aircraft), 300 hours (Total, this make and model), 6 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Gulfstream American	Registration:	N9807U
Model/Series:	AA-5A	Engines:	1 Reciprocating
Operator:	Clyda A. Cash & Vivian Cash	Engine Manufacturer:	Textron 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:	TRI, 1519 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	3 knots / , Variable
Temperature:	29° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	Greeneville, TN (GCY)	Destination:	

Airport Information

Airport:	Greeneville Munipal (GCY)	Runway Surface Type:	Asphalt
Runway Used:	05	Runway Surface Condition:	Dry
Runway Length/Width:	6302 ft / 100 ft		

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Latitude, Longitude:	36.203333, -82.805000		

Administrative Information

Investigator In Charge (IIC):	John W Lovell	Adopted Date:	03/30/2005
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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