



National Transportation Safety Board Aviation Accident Final Report

Location:	West Point, VA	Accident Number:	GAA16CA066
Date & Time:	12/01/2015, 2135 EST	Registration:	N28295
Aircraft:	GRUMMAN AMERICAN AVN. CORP. AA 5	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot reported that during a flight under night instrument flight rules, he exited instrument meteorological conditions (IMC) "400 feet high and fast" during the instrument approach. The pilot continued the landing and reported that he touched down more than half way down the wet runway, and then decided to abort the landing. Instead of performing the published missed approach procedure, the pilot turned left and entered the traffic pattern.

During the left base, the pilot reported that he reentered IMC, heard the stall warning horn, and felt buffeting. During the inadvertent aerodynamic stall, the pilot added power but continued the descent to land. The pilot reported that he regained visual reference to the runway lights on final approach and realized he was too low. As he attempted to add full power to go-around, the airplane impacted terrain about 1,300 feet west of the runway in a left wing down attitude. The vertical stabilizer, fuselage, and both wings sustained substantial damage.

The pilot reported there were no mechanical malfunctions or failures with the airplane that would have precluded normal operation.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's decision to fly a traffic pattern following an aborted instrument landing in night instrument meteorological conditions, which resulted in a loss of visual reference to the runway, an inadvertent aerodynamic stall, and a collision with terrain.

Findings

Aircraft	Angle of attack - Capability exceeded (Cause) Descent/approach/glide path - Not attained/maintained
Personnel issues	Aircraft control - Pilot (Cause) Decision making/judgment - Pilot (Cause) Monitoring environment - Pilot (Cause)
Environmental issues	Dark - Effect on personnel Dark - Effect on personnel (Cause)

Factual Information

History of Flight

Approach-circling (IFR)	Loss of visual reference Stall warn/stick-shaker/pusher Aerodynamic stall/spin Attempted remediation/recovery Loss of control in flight (Defining event) Collision with terr/obj (non-CFIT)
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Pilot Information

Certificate:	Private	Age:	47, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Without Waivers/Limitations	Last Medical Exam:	10/21/2015
Occupational Pilot:	No	Last Flight Review or Equivalent:	10/22/2015
Flight Time:	856 hours (Total, all aircraft), 662 hours (Total, this make and model), 761 hours (Pilot In Command, all aircraft), 11 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	GRUMMAN AMERICAN AVN. CORP.	Registration:	N28295
Model/Series:	AA 5 B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	AA5B0533
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	10/14/2015, Annual	Certified Max Gross Wt.:	2400 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3291.9 Hours	Engine Manufacturer:	LYCOMING
ELT:	C91 installed, not activated	Engine Model/Series:	O-360-A4K
Registered Owner:	On file	Rated Power:	180 hp
Operator:	On file	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:	KFYJ, 20 ft msl	Observation Time:	0235 UTC
Distance from Accident Site:	0 Nautical Miles	Condition of Light:	Night
Direction from Accident Site:	0°	Conditions at Accident Site:	Instrument Conditions
Lowest Cloud Condition:		Temperature/Dew Point:	12° C / 12° C
Lowest Ceiling:	Overcast / 700 ft agl	Visibility	10 Miles
Wind Speed/Gusts, Direction:	Calm	Visibility (RVR):	
Altimeter Setting:	30.06 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	FORT MEADE(ODENTON), MD (FME)	Type of Flight Plan Filed:	IFR
Destination:	WILLIAMSBURG, VA (JGG)	Type of Clearance:	IFR
Departure Time:	2015 EST	Type of Airspace:	Class G

Airport Information

Airport:	MIDDLE PENINSULA RGNL (FYJ)	Runway Surface Type:	Asphalt
Airport Elevation:	20 ft	Runway Surface Condition:	Wet
Runway Used:	10	IFR Approach:	Global Positioning System; RNAV
Runway Length/Width:	5007 ft / 75 ft	VFR Approach/Landing:	Full Stop; Go Around; Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None		

Administrative Information

Investigator In Charge (IIC):	Adam M Gerhardt	Adopted Date:	03/14/2016
Additional Participating Persons:	Amber D White; Richmond FSDO (FAA); Richmond, VA		
Publish Date:	03/14/2016		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=92387		

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