



National Transportation Safety Board Aviation Accident Data Summary

Location:	West Point, VA	Accident Number:	GAA16CA066
Date & Time:	12/01/2015, 2135 EST	Registration:	N28295
Aircraft:	GRUMMAN AMERICAN AVN. CORP. AA 5	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.

Flight Events

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

Probable Cause

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-Aircraft oper/perf/capability-Performance/control parameters-Angle of attack-Capability exceeded - C

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Descent/approach/glide path-Not attained/maintained

Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C

Personnel issues-Action/decision-Info processing/decision-Decision making/judgment-Pilot - C

Personnel issues-Psychological-Attention/monitoring-Monitoring environment-Pilot - C

Environmental issues-Conditions/weather/phenomena-Light condition-Dark-Effect on personnel
 Environmental issues-Conditions/weather/phenomena-Ceiling/visibility/precip-Low ceiling-
 Compliance w/ procedure
 Environmental issues-Conditions/weather/phenomena-Light condition-Dark-Effect on personnel - C

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:	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	Engines:	1 Reciprocating
Operator:	On file	Engine Manufacturer:	LYCOMING
Air Carrier Operating Certificate:	None	Engine Model/Series:	O-360-A4K
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	KFYJ, 20 ft msl	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Instrument Conditions	Lowest Ceiling:	Overcast / 700 ft agl
Condition of Light:	Night	Wind Speed/Gusts, Direction:	Calm
Temperature:	12° C / 12° C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	FORT MEADE(ODENTON), MD (FME)	Destination:	WILLIAMSBURG, VA (JGG)

Airport Information

Airport:	MIDDLE PENINSULA RGNL (FYJ)	Runway Surface Type:	Asphalt
Runway Used:	10	Runway Surface Condition:	Wet
Runway Length/Width:	5007 ft / 75 ft		

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

Administrative Information

Investigator In Charge (IIC):	Adam M Gerhardt	Adopted 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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