



# Aviation Investigation Final Report

<b>Location:</b>	WARSAW, Indiana	<b>Accident Number:</b>	CHI83LA098
<b>Date &amp; Time:</b>	February 1, 1983, 11:51 Local	<b>Registration:</b>	N209JA
<b>Aircraft:</b>	GULFSTREAM AMERICAN AA-5B	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	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

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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

<b>Certificate:</b>	Private	<b>Age:</b>	60, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	October 22, 1981
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	GULFSTREAM	<b>Registration:</b>	N209JA
<b>Model/Series:</b>	AMERICAN AA-5B AMERICAN A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	AA5B1031
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	December 1, 1982 Annual	<b>Certified Max Gross Wt.:</b>	2400 lbs
<b>Time Since Last Inspection:</b>	0 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1060 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated	<b>Engine Model/Series:</b>	O-360-A4K
<b>Registered Owner:</b>	SHERWOOD M. BROOME	<b>Rated Power:</b>	180 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Unknown / 3000 ft AGL	<b>Visibility</b>	5 miles
<b>Lowest Ceiling:</b>	Broken / 3000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	15 knots / 30 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	90°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	-2°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	00:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	WARSAW MUNI. ASW	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	842 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	36	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	4975 ft / 75 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	41.230525,-85.849891(est)

## Administrative Information

**Investigator In Charge (IIC):** Rathke jr., Fred

**Additional Participating Persons:**

**Original Publish Date:**

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=12078>

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