



Aviation Investigation Final Report

Location:	CUDAHY, Wisconsin	Accident Number:	CHI84LA166
Date & Time:	April 28, 1984, 12:24 Local	Registration:	N26404
Aircraft:	GRUMMAN AA5A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE ACFT STRUCK A STORAGE SHED WHILE ATTEMPTING TO REACH A GOLF COURSE DURING AN EMERGENCY LANDING IN GUSTY WIND CONDITIONS. THERE WERE NO VISIBLE SIGNS OR ODOR OF FUEL AT THE ACCIDENT SITE. WHEN THE ACFT WAS INSPECTED THE CARBURETOR AND FUEL SUMPS WERE REPORTED AS EMPTY.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: CRUISE - NORMAL

Findings

1. (C) FLUID,FUEL - EXHAUSTION
 2. (C) PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT - PILOT IN COMMAND
 4. (C) FUEL CONSUMPTION CALCULATIONS - INADEQUATE - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: DESCENT - EMERGENCY

Findings

5. (F) OBJECT - WIRE, TRANSMISSION
6. (F) OBJECT - BUILDING (NONRESIDENTIAL)
7. (X) WEATHER CONDITION - GUSTS
8. (F) PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	39, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	February 28, 1983
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	350 hours (Total, all aircraft), 300 hours (Total, this make and model), 20 hours (Last 90 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	GRUMMAN	Registration:	N26404
Model/Series:	AA5A AA5A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	AA5A0567
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	April 5, 1984 100 hour	Certified Max Gross Wt.:	2000 lbs
Time Since Last Inspection:	20 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1720 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-320-E2G
Registered Owner:	FEST ELECTRONIC, INC.	Rated Power:	150 Horsepower
Operator:		Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	MKE ,723 ft msl	Distance from Accident Site:	2 Nautical Miles
Observation Time:	12:37 Local	Direction from Accident Site:	270°
Lowest Cloud Condition:	Clear	Visibility	12 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	25 knots / 30 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-14°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	SPRINGFIELD , OH (SGH)	Type of Flight Plan Filed:	None
Destination:	MILWAUKEE , WI (MKE)	Type of Clearance:	VFR
Departure Time:	09:30 Local	Type of Airspace:	Class D

Airport Information

Airport:	GEN. MITCHELL FIELD MKE	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	42.940654,-87.859901(est)

Administrative Information

Investigator In Charge (IIC): Kleckner, Pamela

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=12591>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).