



Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | Mohawk, New York | Accident Number: | ERA24LA353 |
| Date & Time: | August 20, 2024, 14:42 Local | Registration: | N4533F |
| Aircraft: | GULFSTREAM AMERICAN CORP AA-5B | Aircraft Damage: | Substantial |
| Defining Event: | Loss of control on ground | Injuries: | 1 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

The pilot reported flying a normal approach and landing to the grass runway after a cross-country flight. Upon touching down the wheels dug into the soft, wet ground. The pilot was unable to maintain directional control and the airplane veered off the runway to the right, impacting with a barbed-wire fence, resulting in substantial damage to the right wing.

The pilot reported that there were no preimpact 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 failure to maintain directional control during the landing roll in wet conditions, which resulted in a runway excursion and collision with a fence.

Findings

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| Personnel issues | Aircraft control - Pilot |
| Aircraft | Directional control - Not attained/maintained |
| Environmental issues | Soft surface - Effect on equipment |
| Environmental issues | Wet surface - Effect on equipment |

Factual Information

History of Flight

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| Landing-landing roll | Loss of control on ground (Defining event) |
| Landing-landing roll | Runway excursion |

Pilot Information

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|---------------------------|--|-----------------------------------|--------------|
| Certificate: | Private; Remote | Age: | 67, Male |
| Airplane Rating(s): | Single-engine land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | 3-point |
| Instrument Rating(s): | Airplane | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | |
| Medical Certification: | Class 3 With waivers/limitations | Last FAA Medical Exam: | May 13, 2024 |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | May 7, 2024 |
| Flight Time: | 2227 hours (Total, all aircraft), 1900 hours (Total, this make and model), 1765 hours (Pilot In Command, all aircraft), 18 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|-------------------------------|------------------------------|--------------------------------|-----------------|
| Aircraft Make: | GULFSTREAM AMERICAN CORP | Registration: | N4533F |
| Model/Series: | AA-5B | Aircraft Category: | Airplane |
| Year of Manufacture: | 1979 | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | AA5B1181 |
| Landing Gear Type: | Tricycle | Seats: | 4 |
| Date/Type of Last Inspection: | July 2, 2024 Annual | Certified Max Gross Wt.: | 2400 lbs |
| Time Since Last Inspection: | 16 Hrs | Engines: | 1 Reciprocating |
| Airframe Total Time: | 3596 Hrs at time of accident | Engine Manufacturer: | LYCOMING |
| ELT: | C91 installed, not activated | Engine Model/Series: | O360-A4K |
| Registered Owner: | On file | Rated Power: | 180 Horsepower |
| Operator: | On file | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | RME,475 ft msl | Distance from Accident Site: | 24 Nautical Miles |
| Observation Time: | 14:53 Local | Direction from Accident Site: | 307° |
| Lowest Cloud Condition: | | Visibility | 10 miles |
| Lowest Ceiling: | Broken / 5500 ft AGL | Visibility (RVR): | |
| Wind Speed/Gusts: | 7 knots / | Turbulence Type Forecast/Actual: | None / None |
| Wind Direction: | 290° | Turbulence Severity Forecast/Actual: | N/A / N/A |
| Altimeter Setting: | 29.98 inches Hg | Temperature/Dew Point: | 16°C / 11°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Smithfield, RI (SFZ) | Type of Flight Plan Filed: | None |
| Destination: | Mohawk, NY | Type of Clearance: | VFR flight following |
| Departure Time: | 13:08 Local | Type of Airspace: | Class G |

Airport Information

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| Airport: | MAC NY23 | Runway Surface Type: | Grass/turf |
| Airport Elevation: | 1210 ft msl | Runway Surface Condition: | Soft;Wet |
| Runway Used: | 31 | IFR Approach: | None |
| Runway Length/Width: | 2300 ft / 150 ft | VFR Approach/Landing: | Straight-in;None |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|---------------------------|
| 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 | Latitude, Longitude: | 42.987571,-74.966544(est) |

Administrative Information

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| Investigator In Charge (IIC): | Stratton, Lauren |
| Additional Participating Persons: | Chris Coleman; FAA/FSDO; Albany, NY |
| Original Publish Date: | September 19, 2024 |
| Last Revision Date: | |
| Investigation Class: | Class 4 |
| Note: | The NTSB did not travel to the scene of this accident. |
| Investigation Docket: | https://data.nts.gov/Docket?ProjectID=194969 |

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](#).