



Aviation Investigation Final Report

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

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

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

Pilot Information

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

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

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

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

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

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

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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](#).