



Aviation Investigation Final Report

Location:	ADDISON, Texas	Accident Number:	FTW84LA066
Date & Time:	November 18, 1983, 23:20 Local	Registration:	N26242
Aircraft:	GRUMMAN AA-5A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT REPORTED THAT DURING AN ILS APCH TO LAND, THE ENG LOST POWER WHEN THE ACFT WAS ABOUT 1/4 MI FROM THE THRESHOLD. HE STATED THAT HE 'CONFIRMED MIXTURE RICH, CARB HEAT ON, FUEL PUMP ON, FUEL FULLEST TANK.' THE PLT WAS UNABLE TO RESTART THE ENG. DURING AN EMERGENCY LANDING, THE ACFT WENT THRU A FENCE, CROSSED A SUBURBAN STREET & DROPPED INTO A DITCH. A POST-CRASH EXAM REVEALED THAT THE RIGHT FUEL TANK WAS EMPTY, THE LEFT TANK HAD APRX 2 INCHES OF FUEL REMAINING & THE FUEL SELECTOR HAD BEEN TURNED OFF. IN A PRELIMINARY PHONE CONVERSATION, THE PLT INDICATED A SUSPICION OF CARB ICE, BUT THIS WAS NOT VERIFIED. THE TEMP & DEW POINT WERE 72 & 62 DEG, RESPECTIVELY. ACCORDING TO ICING PROPABILITY CHARTS, THERE WOULD HAVE BEEN SERIOUS CARB ICE CONDITIONS AT GLIDE POWER, IF CARB HEAT HAD NOT BEEN USED.

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
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING

Phase of Operation: LANDING

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

2. (F) LIGHT CONDITION - NIGHT

3. (F) OBJECT - FENCE

Occurrence #4: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

4. (F) TERRAIN CONDITION - ROUGH/UNEVEN

5. (F) TERRAIN CONDITION - DITCH

Factual Information

Pilot Information

Certificate:	Commercial	Age:	30, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	December 11, 1981
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	369 hours (Total, all aircraft), 128 hours (Total, this make and model), 302 hours (Pilot In Command, all aircraft), 42 hours (Last 90 days, all aircraft), 8 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	GRUMMAN	Registration:	N26242
Model/Series:	AA-5A AA-5A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	AA5A-0438
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	July 12, 1983 Annual	Certified Max Gross Wt.:	2200 lbs
Time Since Last Inspection:	47 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1378 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320-E2G
Registered Owner:	DAVID D. MALONE	Rated Power:	150 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night/bright
Observation Facility, Elevation:	DAL ,487 ft msl	Distance from Accident Site:	12 Nautical Miles
Observation Time:	23:20 Local	Direction from Accident Site:	355°
Lowest Cloud Condition:	Scattered / 2500 ft AGL	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	12 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	22°C / 17°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	WALNUT RIDGE , AR (ARG)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	
Departure Time:	00:00 Local	Type of Airspace:	

Airport Information

Airport:	ADDISON ADS	Runway Surface Type:	Asphalt
Airport Elevation:	643 ft msl	Runway Surface Condition:	Dry
Runway Used:	15	IFR Approach:	ILS
Runway Length/Width:	7199 ft / 100 ft	VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 1 None	Latitude, Longitude:	32.960582,-96.829177(est)

Administrative Information

Investigator In Charge (IIC): Daugherty, J.

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=21214>

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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](#).