



Aviation Investigation Final Report

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|--------------------------------|---------------------------|-------------------------|-------------------------------------|
| Location: | ORLANDO, Florida | Accident Number: | MIA85LA172 |
| Date & Time: | May 17, 1985, 13:30 Local | Registration: | N210JA |
| Aircraft: | GRUMMAN AMERICAN 5A | AA- | Aircraft Damage: Substantial |
| Defining Event: | | Injuries: | 1 None |
| Flight Conducted Under: | Part 91: General aviation | | |

Analysis

THE PLT REPORTED THAT AFTER HE ARRIVED & WAS ON AN APCH TO LAND, HE NOTED 'TAPE' ACROSS THE RWY. HE REMAINED AIRBORNE UNTIL THE ACFT PASSED OVER 'THE TAPED OFF AREA.' HE THEN LANDED THE ACFT ON THE RWY WHICH WAS ROUGH & BUMPY. THE PLT STATED THAT THE ACFT WAS STILL MOVING FAST WHEN IT WAS HALF WAY DOWN THE RWY, SO HE ELECTED TO GO AROUND. AS HE TOOK OFF, THE ACFT CLEARED THE END OF THE RWY, BUT REPORTEDLY, IT 'GOT HIT BY A STRONG GUST FROM THE SIDE' & SUBSEQUENTLY COLLIDED WITH A TREE & CRASHED. ABOUT 10 MI WEST, THE 1250 EDT ORLANDO WIND WAS FROM 260 DEG AT 17 GUSTING 26 KTS.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: GO-AROUND (VFR)

Findings

1. (C) PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. (F) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - DISPLACED THRESHOLD
3. (F) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN

4. (F) WEATHER CONDITION - HIGH WIND
5. (F) WEATHER CONDITION - CROSSWIND
6. (F) WEATHER CONDITION - GUSTS
7. (C) GO-AROUND - DELAYED - PILOT IN COMMAND
8. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
9. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
10. (F) OBJECT - TREE(S)

Factual Information

Pilot Information

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|----------------------------------|--|--|--------------|
| Certificate: | Private | Age: | 32, Male |
| Airplane Rating(s): | Single-engine land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | |
| Instrument Rating(s): | None | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 3 Valid Medical-w/ waivers/lim | Last FAA Medical Exam: | May 10, 1984 |
| Occupational Pilot: | UNK | Last Flight Review or Equivalent: | |
| Flight Time: | 112 hours (Total, all aircraft), 5 hours (Total, this make and model), 105 hours (Pilot In Command, all aircraft), 35 hours (Last 90 days, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--|---------------------------------------|-----------------|
| Aircraft Make: | GRUMMAN AMERICAN | Registration: | N210JA |
| Model/Series: | AA-5A AA-5A | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | AA5-0882 |
| Landing Gear Type: | Tricycle | Seats: | 4 |
| Date/Type of Last Inspection: | April 4, 1985 Annual | Certified Max Gross Wt.: | 2000 lbs |
| Time Since Last Inspection: | 25 Hrs | Engines: | 1 Reciprocating |
| Airframe Total Time: | | Engine Manufacturer: | LYCOMING |
| ELT: | Installed, activated, aided in locating accident | Engine Model/Series: | O-320-E2G |
| Registered Owner: | JONES FLYING SERVICE | Rated Power: | 150 Horsepower |
| Operator: | | Operating Certificate(s) Held: | None |
| Operator Does Business As: | | Operator Designator Code: | |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|-------------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | ORL ,130 ft msl | Distance from Accident Site: | 10 Nautical Miles |
| Observation Time: | 12:50 Local | Direction from Accident Site: | 270° |
| Lowest Cloud Condition: | Unknown / 4000 ft AGL | Visibility | 15 miles |
| Lowest Ceiling: | Broken / 4000 ft AGL | Visibility (RVR): | |
| Wind Speed/Gusts: | 17 knots / 26 knots | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 260° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 29 inches Hg | Temperature/Dew Point: | 32°C / 16°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | SARASOTA , FL (SRQ) | Type of Flight Plan Filed: | None |
| Destination: | (X30) | Type of Clearance: | None |
| Departure Time: | 12:10 Local | Type of Airspace: | Class E |

Airport Information

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|-----------------------------|------------------|----------------------------------|-----------------|
| Airport: | ORLANDO WEST X30 | Runway Surface Type: | Grass/turf |
| Airport Elevation: | 130 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 36 | IFR Approach: | None |
| Runway Length/Width: | 2430 ft / 150 ft | VFR Approach/Landing: | Traffic pattern |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|---------------------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 1 None | Latitude, Longitude: | 28.449972,-81.470046(est) |

Administrative Information

Investigator In Charge (IIC): Hill, Bruce

Additional Participating Persons: BILL PHILLIPS; OLANDO , FL

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=31400>

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](#).