



Aviation Investigation Final Report

Location:	VEGA BAJA, Puerto Rico	Accident Number:	MIA87LA230
Date & Time:	August 23, 1987, 18:00 Local	Registration:	N100UA
Aircraft:	Grumman American AA-5	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT STATED THAT HE HAD DESCENDED FROM 4500 FT TO GET OUT OF THE CLOUDS & AT 1300 FT, THE ENG BECAME ROUGH. HE STATED THE RPM DROPPED FROM 2300 TO 1000. HE ALSO STATED THAT HE DID NOT USE CARB HEAT PRIOR TO OR DURING THE DESCENT. THE PLT STATED THAT WHEN HE CHECKED HIS MAGS DURING THE DESCENT, THE RT ONE WAS INOP. THE PLT ADVISED THAT WHEN THE RECOVERY TEAM RETURNED TO THE CRASH SITE THE NEXT MORNING, SCAVENGERS HAD ALL BUT COMPLETELY STRIPPED THE ACFT.

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: CRUISE

Findings

1. (F) WEATHER CONDITION - CLOUDS
2. (F) DESCENT - PERFORMED - PILOT IN COMMAND
3. (F) WEATHER CONDITION - CARBURETOR ICING CONDITIONS
4. (C) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
5. (C) CARBURETOR HEAT - NOT USED - PILOT IN COMMAND

6. (F) IGNITION SYSTEM,MAGNETO - INOPERATIVE

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

Pilot Information

Certificate:	Private	Age:	53, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	March 10, 1987
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	419 hours (Total, all aircraft), 231 hours (Total, this make and model), 291 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Grumman American	Registration:	N100UA
Model/Series:	AA-5 AA-5	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	AA5-0774
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	January 31, 1987 Annual	Certified Max Gross Wt.:	2200 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1630 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320E2
Registered Owner:	CESAR A. RIVERA	Rated Power:	160 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:	Day
Observation Facility, Elevation:	SJU ,10 ft msl	Distance from Accident Site:	25 Nautical Miles
Observation Time:	17:52 Local	Direction from Accident Site:	90°
Lowest Cloud Condition:	Scattered / 2000 ft AGL	Visibility	12 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	100°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	30°C / 25°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ISLA GRANDE , PR (TGIG)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	Dirt;Grass/turf
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry;Vegetation
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	Forced landing;Straight-in

Wreckage and Impact Information

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:	

Administrative Information

Investigator In Charge (IIC): Bird, Ronald

Additional Participating Persons:

Original Publish Date: May 27, 1988

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=31955>

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](#).