



Aviation Investigation Final Report

Location:	WEST KINGSTON, Rhode Island	Accident Number:	NYC83LA176
Date & Time:	July 13, 1983, 19:30 Local	Registration:	N6043L
Aircraft:	GRUMMAN AMERICAN 5	AA-	Aircraft Damage: Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE ACFT OVERRAN THE RWY HIT VASI LIGHTS AND ROLLED DOWN AN EMBANKMENT DURING LANDING. THE PILOT WAS UNDER SOME PRESSURE TO GET ON THE GROUND BECAUSE OF A HYPERVENTILATING PASSENGER. THE PILOT REPORTED HE INCREASED HIS RATE OF DESCENT BY LOWERING THE ACFT NOSE, WHICH INCREASED THE AIRSPEED AND EXTENDED THE TOUCHDOWN POINT. THE PILOT ELECTED TO CONTINUE THE LANDING, OVERRAN THE RUNWAY AND COLLIDED WITH THE VASI LIGHTS.

Probable Cause and Findings

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

Findings

Occurrence #1: OVERRUN
Phase of Operation: LANDING - ROLL

Findings

1. (C) AIRSPEED - EXCESSIVE - PILOT IN COMMAND
2. (C) PRESSURE INDUCED BY OTHERS - PILOT IN COMMAND
3. (C) DISTANCE - MISJUDGED - PILOT IN COMMAND
4. (F) PHYSICAL IMPAIRMENT(MOTION SICKNESS) - OTHER PERSON
5. (C) PROPER TOUCHDOWN POINT - EXCESSIVE - PILOT IN COMMAND

6. (C) GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

7. (F) OBJECT - APPROACH LIGHT/NAVAID

Factual Information

Pilot Information

Certificate:	Private	Age:	37, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	October 18, 1982
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	82 hours (Total, all aircraft), 13 hours (Total, this make and model), 10 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	GRUMMAN AMERICAN	Registration:	N6043L
Model/Series:	AA-5 AA-5	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	AA5-0143
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	May 6, 1983 Annual	Certified Max Gross Wt.:	2200 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1200 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	O-320-E2G
Registered Owner:	JACK BOWSER	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:	Dusk
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	8 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	27°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	19:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	RICHMOND R104	Runway Surface Type:	Asphalt
Airport Elevation:	130 ft msl	Runway Surface Condition:	Dry
Runway Used:	11	IFR Approach:	None
Runway Length/Width:	2200 ft / 75 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): Taylor, Vernon

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=35228>

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](#).