



Aviation Investigation Final Report

Location:	MONTGOMERY, New York	Accident Number:	NYC85LA214
Date & Time:	August 16, 1985, 17:15 Local	Registration:	N5405L
Aircraft:	GRUMMAN AMERICAN 5	AA-	Aircraft Damage: Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT REPORTED THAT THE FLT WAS UNEVENTFUL UNTIL HE WAS IN A DESCENT ABOUT 12 MI FROM THE DESTINATION ARPT. HE SAID THAT A LARGE BIRD SUDDENLY APPEARED IN FRONT OF THE ACFT & COLLIDED WITH THE RIGHT WING. THE BIRD STRIKE PUT A LARGE HOLE IN THE RIGHT WING ROOT, SEVERED A FUEL LINE & DAMAGED THE RIGHT FUEL TANK, BUT THE ACFT WAS LANDED SAFELY.

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: DESCENT - NORMAL

Findings

1. (C) OBJECT - BIRD(S)

Factual Information

Pilot Information

Certificate:	Commercial	Age:	49, 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--no waivers/lim.	Last FAA Medical Exam:	March 8, 1984
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1959 hours (Total, all aircraft), 1959 hours (Total, this make and model), 1743 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	GRUMMAN AMERICAN	Registration:	N5405L
Model/Series:	AA-5 AA-5	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Utility	Serial Number:	0305
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	September 17, 1984 Annual	Certified Max Gross Wt.:	2200 lbs
Time Since Last Inspection:	108 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320
Registered Owner:	SHERIDAN SHEINER	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:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:	17:45 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	EASTON , PA (N43)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	16:35 Local	Type of Airspace:	Class D

Airport Information

Airport:	ORANGE COUNTY MGJ	Runway Surface Type:	
Airport Elevation:	0 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	Traffic pattern

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:	41.519866,-74.230865(est)

Administrative Information

Investigator In Charge (IIC): Twine jr., Chauncey

Additional Participating Persons: ; TETERBORO , NJ

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=35948>

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](#).