



Aviation Investigation Final Report

Location:	PLAINFIELD, Massachusetts	Accident Number:	NYC90LA119
Date & Time:	May 19, 1990, 13:40 Local	Registration:	N26302
Aircraft:	GRUMMAN AMERICAN AA5-A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

WHILE EXECUTING A FORCED LANDING INTO AN OPEN FIELD AFTER A POWER LOSS, THE AIRPLANE STALLED AS THE PILOT PULLED THE NOSE UP TO AVOID TREES AND LANDED HARD. THERE WAS NO FUEL PRESENT AT THE CARBURETOR OR IN THE LINES FORWARD OF THE FIREWALL. THE FUEL SELECTOR WAS ON THE RIGHT TANK. NO MORE THAN 3/4-CUP OF FUEL WAS PRESENT IN THE RIGHT TANK. THE LEFT WING WAS BROKEN AND FUEL WAS POURING OUT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO SWITCH THE FUEL SELECTOR TO THE PROPER TANK. A FACTOR TO THE ACCIDENT WAS THE HIGH OBSTRUCTIONS NEAR THE FIELD.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: CRUISE

Findings

1. (C) FLUID,FUEL - STARVATION
2. (C) FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND

Occurrence #2: FORCED LANDING

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Occurrence #3: HARD LANDING

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

3. (F) TERRAIN CONDITION - HIGH OBSTRUCTION(S)

4. STALL - INTENTIONAL - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	31, 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--no waivers/lim.	Last FAA Medical Exam:	April 6, 1990
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	125 hours (Total, all aircraft), 11 hours (Total, this make and model), 82 hours (Pilot In Command, all aircraft), 21 hours (Last 90 days, all aircraft), 18 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	GRUMMAN AMERICAN	Registration:	N26302
Model/Series:	AA5-A AA5-A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	A5A0516
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	March 14, 1990 Annual	Certified Max Gross Wt.:	2200 lbs
Time Since Last Inspection:	32 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1989 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320-E2G
Registered Owner:		Rated Power:	150 Horsepower
Operator:	DAVID S. MCMILLAN	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:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	15 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	27 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	CHICAGO , IL (PWK)	Type of Flight Plan Filed:	VFR
Destination:	TEWKSBURY , MA (B09)	Type of Clearance:	None
Departure Time:	08:20 Local	Type of Airspace:	

Airport Information

Airport:		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:	Forced landing

Wreckage and Impact Information

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

Administrative Information

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

Additional Participating Persons:

Original Publish Date: April 6, 1993

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=36652>

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](#).