



# Aviation Investigation Final Report

<b>Location:</b>	PLEASANT VALLEY, New York	<b>Accident Number:</b>	NYC91LA113
<b>Date &amp; Time:</b>	April 14, 1991, 15:30 Local	<b>Registration:</b>	N9763U
<b>Aircraft:</b>	GRUMMAN AMERICAN AA-5A	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor, 2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE TWO PILOTS AGREED TO FLY TOGETHER AND KEEP IN RADIO CONTACT. AFTER TAKEOFF AND FLYING IN A NORTHERLY DIRECTION, THE CESSNA 172 PILOT SAID HE TURNED TO THE WEST AND WAS STRUCK BY THE GRUMMAN AA-5A AFTER 2-3 MINUTES. A GROUND WITNESS AND A WITNESS ON BOARD THE GRUMMAN SAW THE CESSNA 172 BEHIND THE GRUMMAN. THE SPINNER OF THE CESSNA 172 STRUCK THE LEFT AILERON OF THE GRUMMAN, AND THE RIGHT WING OF THE CESSNA STRUCK THE HORIZONTAL STABILIZER AND DEFORMED THE RUDDER, ELEVATOR, AND AFT FUSELAGE OF THE GRUMMAN AA-5A. THE GRUMMAN MADE A FORCED LANDING WITH MINIMAL FLIGHT CONTROL IN A WOODED AREA, AND THE CESSNA 172 LANDED AT A NEARBY AIRPORT.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FAILURE OF THE PILOT OF N5232K TO MAINTAIN VISUAL CONTACT AND SEPARATION WITH N9763U.

## Findings

Occurrence #1: MIDAIR COLLISION  
Phase of Operation: CRUISE

Findings

1. FORMATION FLYING - ATTEMPTED - PILOT IN COMMAND
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. (C) VISUAL LOOKOUT - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT
4. (C) COMPENSATION FOR WIND CONDITIONS - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	35,Female
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	May 21, 1990
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	199 hours (Total, all aircraft), 128 hours (Total, this make and model), 91 hours (Pilot In Command, all aircraft), 9 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	GRUMMAN AMERICAN	<b>Registration:</b>	N9763U
<b>Model/Series:</b>	AA-5A AA-5A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	0163
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	January 2, 2000 Unknown	<b>Certified Max Gross Wt.:</b>	2200 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated	<b>Engine Model/Series:</b>	O-320-E2G
<b>Registered Owner:</b>	JOHN T. LYONS	<b>Rated Power:</b>	150 Horsepower
<b>Operator:</b>	LESLEY A. LYONS	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	POU ,1 ft msl	<b>Distance from Accident Site:</b>	1 Nautical Miles
<b>Observation Time:</b>	15:50 Local	<b>Direction from Accident Site:</b>	1°
<b>Lowest Cloud Condition:</b>	Unknown	<b>Visibility</b>	30 miles
<b>Lowest Ceiling:</b>	Broken / 25000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	12 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	200°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	13°C / 1°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	STORMVILLE , NY (N69 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	15:00 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	1 Minor, 1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor, 2 None	<b>Latitude, Longitude:</b>	

## Administrative Information

**Investigator In Charge (IIC):** Hancock, Robert

**Additional Participating Persons:** BILL FORMAN; TETERBORO , NJ

**Original Publish Date:** March 31, 1993

**Last Revision Date:**

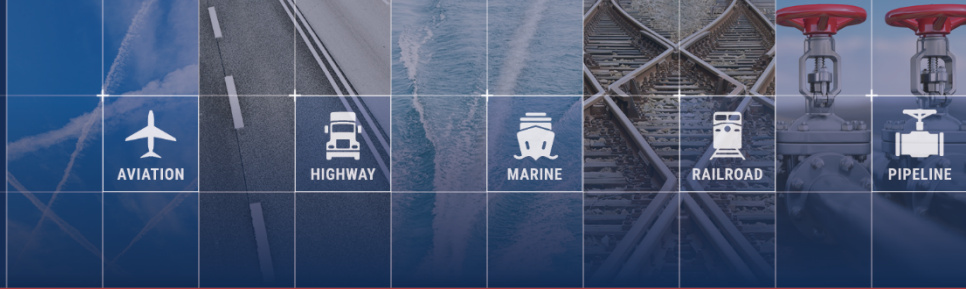
**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=36909>

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](#).



# Aviation Investigation Final Report

<b>Location:</b>	PLEASANT VALLEY, New York	<b>Accident Number:</b>	NYC91LA113
<b>Date &amp; Time:</b>	April 14, 1991, 15:30 Local	<b>Registration:</b>	N5232K
<b>Aircraft:</b>	CESSNA 172P	<b>Aircraft Damage:</b>	Minor
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE TWO PILOTS AGREED TO FLY TOGETHER AND KEEP IN RADIO CONTACT. AFTER TAKEOFF AND FLYING IN A NORTHERLY DIRECTION, THE CESSNA 172 PILOT SAID HE TURNED TO THE WEST AND WAS STRUCK BY THE GRUMMAN AA5A AFTER 2 3 MINUTES. A GROUND WITNESS AND A WITNESS ON BOARD THE GRUMMAN AA5A SAW THE CESSNA 172 BEHIND THE GRUMMAN. THE SPINNER OF THE CESSNA 172 STRUCK THE LEFT AILERON OF THE GRUMMAN AA5A, AND THE RIGHT WING OF THE CESSNA STRUCK THE HORIZONTAL STABILIZER AND DEFORMED THE RUDDER, ELEVATOR, AND AFT FUSELAGE OF THE GRUMMAN AA5A. THE GRUMMAN AA5A MADE A FORCED LANDING WITH MINIMAL FLIGHT CONTROL IN A WOODED AREA, AND THE CESSNA 172 LANDED AT A NEARBY AIRPORT.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FAILURE OF THE PILOT OF N5232K TO MAINTAIN VISUAL CONTACT AND SEPARATION WITH N9763U.

### Findings

Occurrence #1: MIDAIR COLLISION  
Phase of Operation: DESCENT

#### Findings

1. FORMATION FLYING - ATTEMPTED - PILOT IN COMMAND

2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
3. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	32, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	November 22, 1989
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	554 hours (Total, all aircraft), 554 hours (Total, this make and model), 473 hours (Pilot In Command, all aircraft), 22 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N5232K
<b>Model/Series:</b>	172P 172P	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	17274024
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	January 2, 2000 Unknown	<b>Certified Max Gross Wt.:</b>	2400 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-320-D2J
<b>Registered Owner:</b>	JAMES S. WEEKS	<b>Rated Power:</b>	160 Horsepower
<b>Operator:</b>	JAMES S. WEEKS	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	



## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
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<b>Lowest Ceiling:</b>	Broken / 25000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	12 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	200°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	13°C / 1°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	STORMVILLE , NY (N69 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	15:00 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

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## Administrative Information

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**Additional Participating Persons:** BILL FORMAN; TETERBORO , NJ

**Original Publish Date:** March 31, 1993

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**Investigation Class:** [Class](#)

**Note:**

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