



Aviation Investigation Final Report

Location:	PROVIDENCE, Kentucky	Accident Number:	ATL82DA234
Date & Time:	August 11, 1982, 23:30 Local	Registration:	N9722U
Aircraft:	GRUMMAN AMERICAN 5A	AA-	Aircraft Damage: Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

DENSE GROUND FOG DEVELOPED BEFORE THE PLT RETURNED TO LAND. HE MADE TWO APPROACHES & GO-AROUNDS BEFORE THE ACCIDENT, & EACH TIME HE HAD TO FLY VERY LOW TO SEE THE RWY LIGHTS. THE PLT STATED THAT DURING THE THIRD APPROACH HE WAS LOOKING FOR THE ARPT & NOT SPENDING ENOUGH TIME LOOKING AT HIS INSTRUMENTS, & INADVERTENTLY TOUCHED DOWN IN A CORN FIELD ABOUT 400 YDS SHORT OF THE RWY. THE PLT ALSO STATED HE HAD NOT FLOWN WITH A CFI DURING THE PAST YEAR.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (F) WEATHER CONDITION - FOG
2. (C) VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND
3. (C) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

4. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
5. (F) DIVERTED ATTENTION - PILOT IN COMMAND
6. (F) LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
7. (F) LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Student	Age:	40, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Unknown Invalid Medical for flight	Last FAA Medical Exam:	
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	211 hours (Total, all aircraft), 160 hours (Total, this make and model), 145 hours (Pilot In Command, all aircraft), 16 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	GRUMMAN AMERICAN	Registration:	N9722U
Model/Series:	AA-5A AA-5A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	AA5A-0122
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2200 lbs
Time Since Last Inspection:	40 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	900 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	O-320-E2G
Registered Owner:	CLAY MACHINE WORKS, INC.	Rated Power:	150 Horsepower
Operator:	CLAY MACHINE WORKS, INC.	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Night/dark
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	70°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	70°C
Precipitation and Obscuration:	N/A - None - Fog		
Departure Point:	PROVIDENCE , KY (8M9)	Type of Flight Plan Filed:	None
Destination:	PROVIDENCE , KY (8M9)	Type of Clearance:	None
Departure Time:	21:30 Local	Type of Airspace:	

Airport Information

Airport:	PROVIDENCE-WEBSTER COUNTY 8M9	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry
Runway Used:	34	IFR Approach:	None
Runway Length/Width:	3800 ft / 70 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	On-ground
Total Injuries:	1 None	Latitude, Longitude:	37.389411,-87.750541(est)

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: August 11, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=72318>

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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](#).