



# Aviation Investigation Final Report

<b>Location:</b>	COLUMBUS, Ohio	<b>Accident Number:</b>	ATL89FA160
<b>Date &amp; Time:</b>	June 14, 1989, 23:19 Local	<b>Registration:</b>	N6506L
<b>Aircraft:</b>	GRUMMAN AMERICAN 5	AA-	<b>Aircraft Damage:</b> Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor, 3 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE STUDENT PILOT'S IMPROPERLY PLANNED APPROACH, AND INADEQUATE SUPERVISION BY THE INSTRUCTOR PILOT (CFI), WHICH LED TO AN ENCOUNTER WITH WAKE TURBULENCE AND A LOSS OF AIRCRAFT CONTROL.

## Findings

Occurrence #1: VORTEX TURBULENCE ENCOUNTERED  
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH  
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Occurrence #2: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH  
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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: OTHER

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	42,Female
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	September 27, 1988
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	6493 hours (Total, all aircraft), 574 hours (Total, this make and model), 6386 hours (Pilot In Command, all aircraft), 334 hours (Last 90 days, all aircraft), 114 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	GRUMMAN AMERICAN	<b>Registration:</b>	N6506L
<b>Model/Series:</b>	AA-5 AA-5	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	AA5-0606
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	February 16, 1989 Annual	<b>Certified Max Gross Wt.:</b>	2200 lbs
<b>Time Since Last Inspection:</b>	50 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3451 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-320-E2G
<b>Registered Owner:</b>	SAMUELSON, KATHY	<b>Rated Power:</b>	150 Horsepower
<b>Operator:</b>	SAMUELSON, KATHLEEN S.	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>	CMH FLYERS	<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Night/dark
<b>Observation Facility, Elevation:</b>	CMH ,816 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	11:38 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Unknown	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Overcast / 11000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	3 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	210°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	19°C / 16°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	DELAWARE , OH (DLZ )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>	23:00 Local	<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>	PORT COLUMBUS INTL CMH	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	816 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	28L	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	10701 ft / 150 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 None	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	1 Minor, 1 None	<b>Aircraft Fire:</b>	On-ground
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor, 3 None	<b>Latitude, Longitude:</b>	

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Strickland, Scott
<b>Additional Participating Persons:</b>	MICHEAL O'ROURKE; WASHINGTON , DC RUSSELL HAYDEN; COLUMBUS , OH RAY SKOURN; COLUMBUS , OH
<b>Original Publish Date:</b>	September 5, 1991
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=7896">https://data.nts.gov/Docket?ProjectID=7896</a>

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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](#).