



Aviation Investigation Final Report

Location:	GALLATIN, Tennessee	Accident Number:	ATL90FA183
Date & Time:	September 30, 1990, 02:43 Local	Registration:	N81099
Aircraft:	GRUMMAN AA5B	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General aviation		

Analysis

THE PILOT & PAX HAD RETURNED TO THE HOME FIELD AFTER A LONG WORK DAY THAT BEGAN BEFORE 9 AM. UPON ARRIVAL AT THE AIRPORT FOG HAD COVERED THE NORTH THRESHOLD & THE AREA ADJACENT TO THE RWY FROM THE SW TO THE NE. ANOTHER ACFT WAS ALSO ARRIVING IN THE LANDING PATTERN. THE PILOT MADE 2 ABORTIVE ATTEMPTS TO LAND VISUALLY BECAUSE HE HAD POSITIONED THE ACFT TOO CLOSE TO THE RWY. THE LAST RADAR POSITION OF THE ACFT WAS A LEFT DOWNWIND LEG FOR RWY 17. THE ACFT IMPACTED EAST OF THE FIELD WHILE IN A DESCENDING RIGHT TURN. FOG & LACK OF GROUND LIGHTS TO THE NORTH OF THE AIRPORT WERE REPORTED BY LOCAL WITNESSES. THE PILOT WAS PROBABLY TIRED, & DISTRACTED BY THE ADDITIONAL ACFT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO MAINTAIN THE PROPER ALTITUDE WHICH RESULTED IN THE INADVERTENT DESCENT INTO THE GROUND, AND HIS DIVERTED ATTENTION TO ANOTHER AIRPLANE. FACTORS IN THE ACCIDENT WERE FOG, DARK NIGHT, FATIGUE FROM LACK OF SLEEP, AND A LACK OF RECENT NIGHT LANDINGS.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: APPROACH - VFR PATTERN - DOWNWIND

Findings

1. (F) WEATHER CONDITION - FOG
2. (F) LIGHT CONDITION - DARK NIGHT
3. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
4. (C) DIVERTED ATTENTION - PILOT IN COMMAND
5. (F) FATIGUE(LACK OF SLEEP) - PILOT IN COMMAND
6. (F) LACK OF RECENT EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	55, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	Yes
Medical Certification:	Unknown Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	August 15, 1989
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	2150 hours (Total, all aircraft), 332 hours (Total, this make and model), 2031 hours (Pilot In Command, all aircraft), 36 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	GRUMMAN	Registration:	N81099
Model/Series:	AA5B AA5B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	AA5B-0429
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	November 27, 1989 Annual	Certified Max Gross Wt.:	2400 lbs
Time Since Last Inspection:	183 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3501 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-360-A4K
Registered Owner:	TRANS WORLD ARTIST	Rated Power:	180 Horsepower
Operator:	SWANNER, JOHN	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:	Night/dark
Observation Facility, Elevation:	BNA ,599 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	02:50 Local	Direction from Accident Site:	220°
Lowest Cloud Condition:	Scattered / 6500 ft AGL	Visibility	4 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/ None	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	18°C / 17°C
Precipitation and Obscuration:	N/A - None - Fog		
Departure Point:	ADA (ADH)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	None
Departure Time:	22:00 Local	Type of Airspace:	

Airport Information

Airport:		Runway Surface Type:	Asphalt
Airport Elevation:	584 ft msl	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	5000 ft / 75 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	On-ground
Total Injuries:	2 Fatal	Latitude, Longitude:	36.369892,-86.44905(est)

Administrative Information

Investigator In Charge (IIC): Hicks, Preston

Additional Participating Persons:

Original Publish Date: March 12, 1993

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=8150>

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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](#).