



Aviation Investigation Final Report

Location:	Gonzales, Texas	Accident Number:	CEN21LA214
Date & Time:	April 19, 2021, 14:50 Local	Registration:	N28249
Aircraft:	GULFSTREAM AMERICAN CORP AA-5B	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The private pilot reported that, while landing following a personal flight, when the nosewheel contacted the runway, the airplane veered to the right and off the side of the runway. The airplane continued down a grass hill and impacted a wood beacon pole. The airplane sustained substantial damage to the right wing spar. The pilot reported the nosewheel landing gear was turned to the right when it touched down on the runway. A Federal Aviation Administration inspector reported that a postaccident examination showed no preaccident mechanical failures or malfunctions with the nosewheel that would have precluded normal operation.

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 directional control during landing that resulted in a runway excursion and collision with a pole.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Environmental issues	Pole - Contributed to outcome

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Runway excursion
Landing-landing roll	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Private	Age:	83, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	BasicMed	Last FAA Medical Exam:	July 18, 2019
Occupational Pilot:	No	Last Flight Review or Equivalent:	October 19, 2019
Flight Time:	248 hours (Total, all aircraft), 248 hours (Total, this make and model), 104 hours (Pilot In Command, all aircraft), 4 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Pilot-rated passenger Information

Certificate:	Private	Age:	64, Female
Airplane Rating(s):	Single-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	BasicMed	Last FAA Medical Exam:	July 19, 2020
Occupational Pilot:	No	Last Flight Review or Equivalent:	September 14, 2019
Flight Time:	291 hours (Total, all aircraft), 291 hours (Total, this make and model), 142 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	GULFSTREAM AMERICAN CORP	Registration:	N28249
Model/Series:	AA-5B	Aircraft Category:	Airplane
Year of Manufacture:	1978	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	AA5B0967
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	January 24, 2021 Annual	Certified Max Gross Wt.:	2400 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3352.3 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-360-A4A
Registered Owner:	Pilot	Rated Power:	180
Operator:	Pilot	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	T20,354 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	14:35 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 12000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	100°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.01 inches Hg	Temperature/Dew Point:	24°C / 4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Lockhart, TX (50R)	Type of Flight Plan Filed:	None
Destination:	Gonzales, TX	Type of Clearance:	None
Departure Time:	14:20 Local	Type of Airspace:	Class G

Airport Information

Airport:	Roger M Dreyer Memorial Airport T20	Runway Surface Type:	Asphalt
Airport Elevation:	354 ft msl	Runway Surface Condition:	Dry
Runway Used:	15	IFR Approach:	None
Runway Length/Width:	3200 ft / 50 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	29.53,-97.46(est)

Administrative Information

Investigator In Charge (IIC):	Gallo, Mitchell
Additional Participating Persons:	Robert Thomason; Federal Aviation Administration; San Antonio FSDO; San Antonio, TX
Original Publish Date:	August 20, 2021
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=103072

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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](#).