



# Aviation Investigation Final Report

<b>Location:</b>	Pearland, Texas	<b>Accident Number:</b>	CEN25LA059
<b>Date &amp; Time:</b>	December 11, 2024, 14:12 Local	<b>Registration:</b>	N127SL (A1); N5450L (A2)
<b>Aircraft:</b>	Cessna 182T (A1); GRUMMAN AMERICAN AVN. CORP. AA-5 (A2)	<b>Aircraft Damage:</b>	Substantial (A1); Substantial (A2)
<b>Defining Event:</b>	Runway incursion veh/AC/person	<b>Injuries:</b>	1 None (A1); 3 None (A2)
<b>Flight Conducted Under:</b>	Part 91: General aviation - Aerial observation (A1); Part 91: General aviation - Personal (A2)		

## Analysis

The pilot of the AA-5 “jump started” his airplane before departure and experienced a total electrical failure shortly after departure, resulting in his inability to communicate over the radio or extend the airplane’s flaps. While approaching the airport, the pilot of the AA-5 saw the 182T on final approach and followed it to the runway. As the 182T exited the runway, the AA-5 veered toward it and impacted the left side of the 182T, resulting in substantial damage to both airplanes.

Video evidence showed the AA-5’s engine was operating normally during the approach and landing. The pilot of the AA-5 made no attempt to increase spacing between his airplane and the 182T or conduct a go-around.

The pilot of the AA-5 stated that when he was faced with the failure of the airplane’s electrical system, he believed he had to get the airplane on the ground as soon as possible and “at all costs.”

## Probable Cause and Findings

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

The AA-5 pilot's failure to maintain separation from the 182T during approach and landing, which resulted in a ground collision during the landing roll. Contributing to the accident was the failure of the AA-5's electrical system, which prevented the AA-5 pilot from communicating with other aircraft in the traffic pattern, and the AA-5 pilot's poor judgment that the electrical system failure required an expedited landing when a preceding airplane occupied the runway.

## Findings

<b>Personnel issues (A1)</b>	Lack of action - Pilot of other aircraft
<b>Personnel issues (A1)</b>	Decision making/judgment - Pilot of other aircraft
<b>Personnel issues (A2)</b>	Lack of action - Pilot
<b>Aircraft (A2)</b>	(general) - Failure
<b>Personnel issues (A2)</b>	Decision making/judgment - Pilot

## Factual Information

### History of Flight

Landing-landing roll (A1)	Runway incursion veh/AC/person (Defining event)
Landing-landing roll (A1)	Ground collision
Enroute (A2)	Electrical system malf/failure
Landing (A2)	Runway incursion veh/AC/person
Landing-landing roll (A2)	Ground collision

On December 11, 2024, about 1412 central standard time, a Cessna 182T, N127SL, and a Grumman American AA-5, N5450L, were substantially damaged when they were involved in an accident at Pearland Regional Airport (LVJ), Pearland, Texas. The pilot of the 182T and the pilot and two passengers of the AA-5 were not injured. The 182T was operated as a Title 14 *Code of Federal Regulations* Part 91 aerial observation flight and the AA-5 was operated as a Part 91 personal flight.

According to the pilot of the 182T, he was landing on runway 32 after completing aerial observation work. A pilot holding short of the runway alerted him over the common traffic advisory frequency (CTAF) that another airplane was following close behind him. The pilot of the 182T attempted to expedite his exit from the runway at taxiway A3, but the AA-5 impacted the 182T.

According to the pilot of the AA-5, the airplane had to be “jump started” before departing from Scholes International Airport (GLS), Galveston, Texas. About five minutes after departure from GLS, the airplane lost all electrical power. As a result of the electrical failure, the pilot could not communicate over the CTAF or extend the airplane’s flaps. The pilot reported that he was able to navigate to LVJ using an iPad with ForeFlight software connected to a portable ADS-B receiver, all powered by batteries independent from the airplane’s electrical system. While approaching LVJ, the pilot made visual contact with the 182T and followed it to runway 32. The pilot estimated that he was about 1/4 to 1/2 mile behind the 182T while in the traffic pattern. The pilot reported that as he crossed the runway threshold, the 182T was slowing more than he had expected; with the closure rate, he did not feel like he could safely complete a go-around. The pilot attempted to avoid colliding with the 182T by veering toward taxiway A3, which was the same taxiway the 182T used to exit the runway.

The AA-5 impacted the left side of the 182T, which resulted in substantial damage to the fuselage of the AA-5. The 182T sustained substantial damage to the fuselage and horizontal stabilizer.

A pilot who was holding short of runway 32 stated that he observed the AA-5 following about 100 yards behind the 182T. The witness made a radio call over the CTAF to alert the pilot of

the 182T about the AA-5's proximity. He stated that the pilot of the AA-5 flew an unstable final approach, the airplane bounced on the runway after touchdown, and it veered left of the runway centerline before it impacted the 182T. In addition, he stated that the pilot of the AA-5 did not appear to make an attempt to perform a go-around or avoid the 182T while rolling on the runway.

Video recorded from inside the AA-5's cockpit revealed the AA-5's engine was operating normally during the approach and landing. It did not show any evidence of the pilot of the AA-5 attempting to either increase spacing between his airplane and the 182T or conduct a go-around.

Postaccident visual examination of the AA-5's electrical system components revealed no anomalies that would have precluded normal operation.

The pilot of the AA-5 stated that he allowed the failure of the airplane's electrical system to influence his decision to land the airplane as soon as possible and "at all costs." He stated that he should have executed a 360° turn while on final approach to add spacing between his airplane and the 182T.

### Pilot Information (A1)

<b>Certificate:</b>	Commercial	<b>Age:</b>	21, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 1 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	December 15, 2022
<b>Flight Time:</b>	(Estimated) 250 hours (Total, all aircraft), 250 hours (Total, this make and model)		

## Pilot Information (A2)

<b>Certificate:</b>	Private	<b>Age:</b>	69, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Lap only
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	BasicMed With waivers/limitations	<b>Last FAA Medical Exam:</b>	February 18, 2024
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	March 30, 2024
<b>Flight Time:</b>	455.3 hours (Total, all aircraft), 79.2 hours (Total, this make and model), 365.8 hours (Pilot In Command, all aircraft), 8.5 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 2.4 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information (A1)

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N127SL
<b>Model/Series:</b>	182T	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	2003	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	18281256
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>		<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	
<b>ELT:</b>		<b>Engine Model/Series:</b>	
<b>Registered Owner:</b>	GULF COAST HELICOPTERS INC	<b>Rated Power:</b>	
<b>Operator:</b>	GULF COAST HELICOPTERS INC	<b>Operating Certificate(s) Held:</b>	None

## Aircraft and Owner/Operator Information (A2)

<b>Aircraft Make:</b>	GRUMMAN AMERICAN AVN. CORP.	<b>Registration:</b>	N5450L
<b>Model/Series:</b>	AA-5	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1973	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	AA5-0350
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	March 4, 2024 Annual	<b>Certified Max Gross Wt.:</b>	2200 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3907.6 Hrs as of last inspection	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated	<b>Engine Model/Series:</b>	O-320-E2G
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	150 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KLVJ,39 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	13:53 Local	<b>Direction from Accident Site:</b>	272°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	11 knots / 19 knots	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	340°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	30.4 inches Hg	<b>Temperature/Dew Point:</b>	16°C / -5°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Pearland, TX (A1); Galveston, TX (GLS) (A2)	<b>Type of Flight Plan Filed:</b>	None (A1); VFR (A2)
<b>Destination:</b>	Pearland, TX (A1); Pearland, TX (A2)	<b>Type of Clearance:</b>	None (A1); VFR (A2)
<b>Departure Time:</b>	13:50 Local (A2)	<b>Type of Airspace:</b>	Class G (A1); Class G (A2)

## Airport Information

<b>Airport:</b>	PEARLAND RGNL LVJ	<b>Runway Surface Type:</b>	Concrete
<b>Airport Elevation:</b>	43 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	14/32	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	4313 ft / 75 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information (A1)

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	29.518953,-95.240343

## Wreckage and Impact Information (A2)

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	2 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	3 None	<b>Latitude, Longitude:</b>	29.518953,-95.240343

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Rutt, Brian
<b>Additional Participating Persons:</b>	Phillip Powell; FAA - Houston FSDO
<b>Original Publish Date:</b>	November 13, 2025
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 3</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=199414">https://data.ntsb.gov/Docket?ProjectID=199414</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](#).