



# Aviation Investigation Final Report

<b>Location:</b>	CONROE, Texas	<b>Accident Number:</b>	FTW98LA123
<b>Date &amp; Time:</b>	February 7, 1998, 14:00 Local	<b>Registration:</b>	N7117L
<b>Aircraft:</b>	Grumman American AA-5	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor, 1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The aircraft came in 'too hot' and touched down 'too far down' runway 35, therefore, the pilot initiated a go-around. During the go-around the aircraft struck trees that were located near the departure end of the 2,900 foot runway. The aircraft came to rest in the trees, upright in a nose down attitude.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's delay in aborting the landing due to excessive airspeed during the approach.

### Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: GO-AROUND (VFR)

#### Findings

1. (C) AIRSPEED(VREF) - EXCESSIVE - PILOT IN COMMAND
2. (C) ABORTED LANDING - DELAYED - PILOT IN COMMAND
3. OBJECT - TREE(S)

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED



## Factual Information

On February 7, 1998, at 1400 central standard time, a Grumman American AA-5 airplane, N7117L, registered to and operated by the pilot, was substantially damaged upon collision with trees during a go-around at Cut and Shoot Airport, near Conroe, Texas. Visual meteorological conditions prevailed, and a flight plan was not filed for the Title 14 CFR Part 91 personal flight. The private pilot sustained minor injuries, and his passenger was not injured. The flight originated from Cut and Shoot, Texas, earlier in the day and was returning from Lufkin, Texas.

The 3,000 hour pilot reported in written statements provided to the NTSB, that the aircraft came in "too hot" and touched down "too far down" runway 35, therefore, he initiated a go-around. During the go-around the aircraft struck pine trees that were located near the departure end of the 2,900 foot runway. The aircraft came to rest in the trees, upright in a nose down attitude.

Examination of the aircraft wreckage by the FAA inspector revealed that the right horizontal stabilizer was torn off and the left horizontal stabilizer was wrinkled and bent. The left wing was torn and bent, and its fuel tank ruptured. The right wing's leading edge was crushed aft about mid span. The fuselage was wrinkled and displaced to the left. The propeller blades exhibited "S" bending and chordwise striations. Slash marks consistent with "propellers strikes" were found on a tree trunk located next to the aircraft.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	76, 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>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	June 13, 1996
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	3000 hours (Total, all aircraft), 843 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Grumman American	<b>Registration:</b>	N7117L
<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>	AA5-0417
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	Annual	<b>Certified Max Gross Wt.:</b>	2800 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3000 Hrs	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	O-320-E3G
<b>Registered Owner:</b>	CLIFTON W. PARNELL	<b>Rated Power:</b>	150 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	8 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	315°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	LUFKIN , TX (LFK )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	(1R9 )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	00:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	CUT AND SHOOT 1R9	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	170 ft msl	<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	35	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2900 ft / 125 ft	<b>VFR Approach/Landing:</b>	Go around

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor, 1 None	<b>Latitude, Longitude:</b>	30.289739,-95.310325(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Wigington, Douglas
<b>Additional Participating Persons:</b>	ROGER W HOYLAND; HOUSTON , TX
<b>Original Publish Date:</b>	February 15, 2001
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=20534">https://data.ntsb.gov/Docket?ProjectID=20534</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](#).