



Aviation Investigation Final Report

Location:	ANGLETON, Texas	Accident Number:	FTW91LA093
Date & Time:	June 6, 1991, 13:30 Local	Registration:	N26785
Aircraft:	GRUMMAN AA-5A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE STUDENT PILOT WAS SUFFERING FROM AN INFECTION AT THE TIME OF THE ACCIDENT. DUE TO FEELING ILL, THE STUDENT PILOT DISCONTINUED HER TRAINING FLIGHT AND INTENDED TO RETURN TO THE HOUSTON HOBBY AIRPORT. THE STUDENT PILOT LOST CONSCIOUSNESS ON TAKEOFF FROM THE ANGLETON AIRPORT. SUBSEQUENTLY, THE AIRPLANE BECAME AIRBORNE AND STRUCK A POWER LINE AND A TREE BEFORE COMING TO REST.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S LOSS OF CONSCIOUSNESS DUE TO A PRE-EXISTING INFECTION.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. (C) INCAPACITATION(LOSS OF CONSCIOUSNESS) - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: DESCENT - UNCONTROLLED

Findings

3. OBJECT - WIRE,STATIC

4. OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Student	Age:	54,Female
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	January 3, 1991
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	118 hours (Total, all aircraft), 29 hours (Pilot In Command, all aircraft), 48 hours (Last 90 days, all aircraft), 28 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	GRUMMAN	Registration:	N26785
Model/Series:	AA-5A AA-5A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	AA5A-0718
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	April 5, 1991 100 hour	Certified Max Gross Wt.:	2200 lbs
Time Since Last Inspection:	48 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2724 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320-E2G
Registered Owner:		Rated Power:	150 Horsepower
Operator:	RICH AVIATION, INC.	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:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 2500 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	35°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	HOUSTON , TX (HOU)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	12:15 Local	Type of Airspace:	

Airport Information

Airport:	ANGLETON LBX	Runway Surface Type:	Asphalt
Airport Elevation:	25 ft msl	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	6000 ft / 100 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	29.159212,-95.420768(est)

Administrative Information

Investigator In Charge (IIC):	Gross, Richard
Additional Participating Persons:	G. MC MAHON; HOUSTON , TX
Original Publish Date:	March 31, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=23340

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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](#).