



Aviation Investigation Final Report

Location:	THOMSON, Georgia	Accident Number:	ATL88LA041
Date & Time:	November 22, 1987, 15:30 Local	Registration:	N7109L
Aircraft:	GRUMMAN AA-5A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE AIRPLANE STRUCK HIGH-TENSION POWER LINES WHILE MANEUVERING AT ABOUT 100 FT AGL. THE COLLISION OCCURRED ABOUT 2/10 OF A MILE FROM THE RESIDENCE OF THE PLT'S GIRLFRIEND. ONE OF THE WIRES FELL TO THE GROUND, DAMAGING AN AUTO AND SETTING A FIELD ON FIRE. THE AIRPLANE RETURNED TO THE LOCAL ARPT IT HAD DEPARTED FROM EARLIER, AND LANDED WITHOUT FURTHER INCIDENT. THE AIRPLANE SUSTAINED STRUCTURAL DAMAGE TO THE VERTICAL STABILIZER AND ONE OF THE WINGS.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: MANEUVERING

Findings

1. OBJECT - WIRE, TRANSMISSION
2. (F) JUDGMENT - POOR - PILOT IN COMMAND
3. (C) LOW PASS - PERFORMED - PILOT IN COMMAND
4. (F) OSTENTATIOUS DISPLAY - PILOT IN COMMAND
5. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND



Factual Information

Pilot Information

Certificate:	Private	Age:	18, Male
Airplane Rating(s):	Single-engine land	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 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	November 21, 1985
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	196 hours (Total, all aircraft), 150 hours (Total, this make and model), 104 hours (Pilot In Command, all aircraft), 7 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	GRUMMAN	Registration:	N7109L
Model/Series:	AA-5A AA-5A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	AA5-0409
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	April 28, 1987 Annual	Certified Max Gross Wt.:	2200 lbs
Time Since Last Inspection:	59 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3950 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320-E2G
Registered Owner:	GLYNN E. THURMAN	Rated Power:	150 Horsepower
Operator:		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:	Clear	Visibility	25 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	THOMSON , GA (48J)	Type of Flight Plan Filed:	None
Destination:	VILLA RICA , GA (20GA)	Type of Clearance:	None
Departure Time:	15:25 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:	0 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	33.460887,-82.499618(est)

Administrative Information

Investigator In Charge (IIC):	Strickland, Scott
Additional Participating Persons:	SHIRLAND KEMP; ATLANTA , GA
Original Publish Date:	February 14, 1989
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=7678

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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](#).