



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	SAN LEON, TX	<b>Accident Number:</b>	FTW97FA032
<b>Date &amp; Time:</b>	11/01/1996, 1650 CST	<b>Registration:</b>	N25LS
<b>Aircraft:</b>	Mooney M20J	<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

A witness observed the airplane in a 3 to 4 turn (360 degree) spin to the right with the engine pointing downward before the airplane impacted the water and a fire erupted. The pilot received a 2.1 hour check out including stalls. He wanted to fly the airplane solo before beginning his commercial pilot training and rented the airplane for the local flight. Numerous entries for stalls were entered in the pilot's logbook; however, there were no entries for spin training (not required by FAR's). The pilot logged 6.4 hours of simulated instrument flight and 0.8 hour in actual instrument conditions during the 90 days prior to the accident. Radar summary charts indicated precipitation intensity levels throughout the area with tops to 30,600 feet. Weather stations reported wind gusts to 25 knots. Cumulus and towering cumulus clouds with multiple cloud layers associated with a front prevailed throughout the area. Convective sigmet and Airmets were in effect for thunderstorm activity, IFR ceilings and visibility. VFR flight was not recommended away from the local airport. There was no evidence of an inflight fire. Examination of the airplane did not reveal any pre-impact discrepancies.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadvertent stall and spin of the airplane. Factors were the pilot's lack of total experience in the make and model of airplane and the weather conditions.

## Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: MANEUVERING

### Findings

1. (C) STALL/SPIN - INADVERTENT - PILOT IN COMMAND
2. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
3. (F) WEATHER CONDITION - RAIN
4. (F) WEATHER CONDITION - GUSTS

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

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	31
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	303 hours (Total, all aircraft), 2 hours (Total, this make and model), 228 hours (Pilot In Command, all aircraft), 18 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Mooney	<b>Registration:</b>	N25LS
<b>Model/Series:</b>	M20J M20J	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	ELLINGTON FIELD AERO CLUB, INC	<b>Engine Manufacturer:</b>	Lycoming
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	10-360-A1B6D
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	GLS, 7 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Broken / 3800 ft agl	<b>Wind Speed/Gusts, Direction:</b>	14 knots / 20 knots, 320°
<b>Temperature:</b>	26° C	<b>Visibility</b>	8 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	HOUSTON, TX (EFD)	<b>Destination:</b>	GALVESTON, TX (GLS)

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	On-Ground
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	On-Ground
<b>Latitude, Longitude:</b>			

## Administrative Information

<b>Investigator In Charge (IIC):</b>	JOYCE M SMITH	<b>Adopted Date:</b>	03/31/1998
<b>Investigation Docket:</b>	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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