



National Transportation Safety Board Aviation Accident Final Report

Location:	EL CAMPO, TX	Accident Number:	FTW92FA145
Date & Time:	06/01/1992, 1550 CDT	Registration:	N8230R
Aircraft:	BELLANCA 17-30A	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	4 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PILOT HAD LANDED AT A CLOSED AIRPORT EN ROUTE TO HIS DESTINATION. HE TOLD WITNESSES AT THE AIRPORT THAT THERE WERE THUNDERSTORMS AT HIS DESTINATION, AND THAT WAS WHY HE DECIDED TO STOP. HE THEN REBOARDED THE AIRPLANE AND DEPARTED. SHORTLY THEREAFTER, THE AIRPLANE WAS OBSERVED FLYING AT ABOUT 100 FEET AGL IN AN AREA ABOUT 5 MILES NORTH OF THE CLOSED AIRPORT. WITNESSES WHO WERE IN A VAN STATED THAT THEY OBSERVED THE AIRPLANE DROP BELOW A TREE LINE AND THEN REAPPEAR. AS THE AIRPLANE PASSED PARALLEL TO THE VAN, IT WAS OBSERVED TO ENTER A STEEP RIGHT TURN AND THEN NOSE DOWN INTO THE GROUND. NO EVIDENCE OF MECHANICAL FAILURE OR MALFUNCTION WAS FOUND. THE PILOT'S CERTIFICATE HAD BEEN ISSUED UNDER AN ALIAS WHICH THE DEA AND CUSTOMS SERVICE SAID THE PILOT HAD USED OVER THE YEARS. THE PILOT'S TOXICOLOGY STUDY INDICATED 0.32 MILLIGRAMS PER LITER OF METHAQUALONE (QUAALUDE) IN HIS LIVER TISSUE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO MAINTAIN ADEQUATE AIRSPEED.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: MANEUVERING

Findings

1. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. STALL - INADVERTENT - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	None	Age:	, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	None None	Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	300 hours (Total, all aircraft), 300 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELLANCA	Registration:	N8230R
Model/Series:	17-30A 17-30A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	30416
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	01/02/2000, Unknown	Certified Max Gross Wt.:	3325 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1800 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-520-K
Registered Owner:	KING, JAY	Rated Power:	300 hp
Operator:	KING, JAY	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	PSX, 15 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	1553 CDT	Direction from Accident Site:	170°
Lowest Cloud Condition:	Scattered / 1000 ft agl	Visibility	7 Miles
Lowest Ceiling:	Broken / 25000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	13 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	28° C / 23° C
Precipitation and Obscuration:			
Departure Point:	LAREDO, TX	Type of Flight Plan Filed:	None
Destination:	TOMBALL, TX (DWH)	Type of Clearance:	None
Departure Time:	1540 CDT	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	3 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Warren V Wandel	Report Date:	01/04/1994
Additional Participating Persons:	WILLIAM KESSINGER; HOUSTON, TX		
Publish Date:			
Investigation Docket:	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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).