



National Transportation Safety Board Aviation Accident Data Summary

Location:	EL CAMPO, TX	Accident Number:	FTW92FA145
Date & Time:	06/01/1992, 1550 CDT	Registration:	N8230R
Aircraft:	BELLANCA 17-30A	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

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

Pilot Information

Certificate:	None	Age:	
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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	Engines:	1 Reciprocating
Operator:	KING, JAY	Engine Manufacturer:	CONTINENTAL
Operating Certificate(s) Held:	None	Engine Model/Series:	IO-520-K
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	PSX, 15 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Broken / 25000 ft agl	Wind Speed/Gusts, Direction:	13 knots / , 180°
Temperature:	28° C	Visibility	7 Miles
Precipitation and Obscuration:			
Departure Point:	LAREDO, TX	Destination:	TOMBALL, TX (DWH)

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):	Warren V Wandel	Adopted Date:	01/04/1994
Investigation Docket:	NTSB accident and incident docket 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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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