



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	SPICEWOOD, TX	<b>Accident Number:</b>	FTW00FA001
<b>Date &amp; Time:</b>	10/02/1999, 1146 CDT	<b>Registration:</b>	N7542K
<b>Aircraft:</b>	Cessna P210N	<b>Injuries:</b>	2 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

According to pilot-rated witnesses, the aircraft was 'very fast on final approach.' They added that the airplane floated for approximately 1/3 of the runway length and then flared. During the flare, the airplane ballooned about 50-75 feet, and continued to lose speed as it traveled down the runway. With about 1/3 of the runway length remaining, the airplane's right wing dropped, and the witnesses heard power being added as the airplane began an 'uncoordinated turn' to the west. The witnesses stated that the airplane appeared to be 'near a stall' when they lost sight of it, and they heard 'full power being applied' just prior to the sound of impact. One of the witnesses, who had flown with the pilot, stated that he cautioned her to be careful with the application of power, because the engine was recently overhauled and a mechanic told him to limit the manifold pressure (MP) until the engine was broken in. The maintenance records contained break-in procedures for a previous overhaul, which instructed the pilot not to exceed 30' of MP on takeoff, except in an emergency. No anomalies with the aircraft or engine were noted during the post-accident examinations.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's delayed application of full throttle during a go-around, which resulted in a slow airspeed and inadvertent stall/spin. A factor was the pilot's habit of only applying partial power during takeoff.

## Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: GO-AROUND (VFR)

### Findings

1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
2. GO-AROUND - INITIATED - PILOT IN COMMAND
3. (C) THROTTLE/POWER CONTROL - DELAYED - PILOT IN COMMAND
4. (F) HABIT INTERFERENCE - PILOT IN COMMAND
5. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
6. (C) STALL/SPIN - INADVERTENT - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: DESCENT - UNCONTROLLED

### Findings

7. OBJECT - TREE(S)

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	69
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	548 hours (Total, all aircraft), 294 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N7542K
<b>Model/Series:</b>	P210N P210N	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	WERNER H. SUESSMANN	<b>Engine Manufacturer:</b>	Continental
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	TSIO-520-P
<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>	AUS, 541 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	10 knots / , 180°
<b>Temperature:</b>	27° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	DALLAS, TX (RBD)	<b>Destination:</b>	(88R)

## Airport Information

<b>Airport:</b>	SPICEWOOD (88R)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	17	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	3000 ft / 30 ft		

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC): NICOLE LUPINO      Adopted Date: 11/30/2000

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 [pubinq@ntsb.gov](mailto: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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