



National Transportation Safety Board Aviation Accident Final Report

Location:	AUSTIN, TX	Accident Number:	FTW86FRG02
Date & Time:	11/01/1985, 1043 CST	Registration:	N3091C
Aircraft:	BEECH K35	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious, 2 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE ACFT STALLED & CRASHED DURING A GO-AROUND ATTEMPT. THE PLT/OWNER WAS FLYING THE ACFT FROM THE LEFT SEAT WITH THE MECHAINC, WHO HAD JUST COMPLETED AN ANNUAL INSPECTION ON THE ACFT, SEATED IN THE CO-PLTS SEAT. THE MECHANIC RECEIVED SERIOUS INJURIES WHEN THE ACFT CARTWHEELED AFTER THE LEFT WING CONTACTED THE GROUND FOLLOWING THE STALL. THE OTHER TWO OCCUPANTS RECEIVED MINOR INJURIES.

Probable Cause and Findings

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

Findings

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

Findings

1. (C) AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
2. (C) STALL - UNCONTROLLED - PILOT IN COMMAND

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

Factual Information

Pilot Information

Certificate:	Private	Age:	40, 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:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	10/03/1985
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	511 hours (Total, all aircraft), 251 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N3091C
Model/Series:	K35 K35	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	D5778
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	10/17/1985, Annual	Certified Max Gross Wt.:	2900 lbs
Time Since Last Inspection:	3 Hours	Engines:	1 Reciprocating
Airframe Total Time:	4180 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-470-C
Registered Owner:	DONALD R. HAMILTON	Rated Power:	260 hp
Operator:	DONALD R. HAMILTON	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	AUS, 632 ft msl	Distance from Accident Site:	9 Nautical Miles
Observation Time:	1052 CST	Direction from Accident Site:	220°
Lowest Cloud Condition:	Scattered / 0 ft agl	Visibility	12 Miles
Lowest Ceiling:	Broken / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	40°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	14° C / 9° C
Precipitation and Obscuration:			
Departure Point:	BAGTOWN, TX (HPY)	Type of Flight Plan Filed:	None
Destination:	AUSTIN, TX (6R4)	Type of Clearance:	None
Departure Time:	0900 CST	Type of Airspace:	Class G

Airport Information

Airport:	BIRDSNEST (6R4)	Runway Surface Type:	Gravel; Macadam
Airport Elevation:	614 ft	Runway Surface Condition:	Dry
Runway Used:	16	IFR Approach:	None
Runway Length/Width:	2715 ft / 30 ft	VFR Approach/Landing:	Go Around

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious, 1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 2 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	RONALD J RICH	Report Date:	
Additional Participating Persons:	WILLIAM FRY; SAN ANTONIO, 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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).