



# Aviation Investigation Factual Report

<b>Location:</b>	BROWNFIELD, Texas	<b>Accident Number:</b>	FTW99LA180
<b>Date &amp; Time:</b>	July 5, 1999, 19:00 Local	<b>Registration:</b>	N9520E
<b>Aircraft:</b>	Bellanca BL17-30A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Factual Information

On July 5, 1999, at 1900 central daylight time, a Bellanca BL17-30A airplane, N9520E, was substantially damaged when it collided with terrain while on final approach to the Terry County Airport, near Brownfield, Texas. The non-instrument rated private pilot, sole occupant of the airplane, sustained minor injuries. The airplane was registered to and operated by the pilot. Visual meteorological conditions prevailed for the Title 14 CFR Part 91 personal flight. The 35-nautical mile flight originated from the Lubbock International Airport, near Lubbock, Texas, approximately 1845.

The pilot reported to a local law enforcement officer, who responded to the accident site, that the engine lost power on final approach, and "he was not quick enough to switch the fuel selector to the other tank." The officer reported that the wing tanks were compromised during impact with the ground, and he found evidence that some fuel spilled on the ground.

A pilot, who witnessed the accident at the Terry County Airport, stated that he observed the airplane stall as it cleared the powerlines at the approach end of runway 20. The witness reported that "the left wing of the airplane dropped abruptly and the airplane nosed down impacting the ground in a left wing low attitude, approximately 100 yards short of the landing threshold."

Examination of the airplane by the airport manager revealed that both wings were "destroyed by the impact with the ground." Additionally, the 3-bladed propeller separated from the engine. There was no fire.

Examination of the fuel system by an FAA inspector revealed that the airplane was equipped with an extended range fuel system which encompassed a total of 7 fuel cells. There were 3 cells in each wing and a fuselage tank aft of the baggage compartment.

In the recommendation block of the enclosed NTSB Form 6120.1/2, the pilot stated that the accident could have been prevented by "better fuel management" and "better attention to all gauges (fuel pressure, manifold pressure) to possibly be aware sooner of a possible problem." The pilot further stated that he estimated that he had approximately 40 gallons of fuel aboard the airplane prior to his departure from Lubbock.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	29, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	September 30, 1996
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	278 hours (Total, all aircraft), 192 hours (Total, this make and model), 22 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Bellanca	<b>Registration:</b>	N9520E
<b>Model/Series:</b>	BL17-30A BL17-30A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	76-30805
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	December 14, 1998 Annual	<b>Certified Max Gross Wt.:</b>	3325 lbs
<b>Time Since Last Inspection:</b>	54 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2534 Hrs	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-520-D
<b>Registered Owner:</b>	PAUL M. WILLIS	<b>Rated Power:</b>	300 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	LBB ,3200 ft msl	<b>Distance from Accident Site:</b>	35 Nautical Miles
<b>Observation Time:</b>	18:56 Local	<b>Direction from Accident Site:</b>	13°
<b>Lowest Cloud Condition:</b>	Scattered / 6500 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	17 knots / 23 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	180°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	31°C / 16°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	LUBBOCK (LBB )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	(Q26 )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	18:45 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	TERRY COUNTY AIRPORT Q26	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	3263 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	20	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	5218 ft / 75 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor	<b>Latitude, Longitude:</b>	33.169647,-102.270629(est)

## Administrative Information

**Investigator In Charge (IIC):** Casanova, Hector

**Additional Participating Persons:** ROBERT L FELDMAN; LUBBOCK, TX

**Report Date:** October 26, 1999

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=46703>

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