



# Aviation Investigation Final Report

<b>Location:</b>	HICO, Texas	<b>Accident Number:</b>	FTW95LA311
<b>Date &amp; Time:</b>	July 23, 1995, 10:00 Local	<b>Registration:</b>	N500BT
<b>Aircraft:</b>	BELLANCA 17-31ATC	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

WHEN THE PILOT APPLIED POWER 'RAPIDLY' TO GO AROUND AFTER A 'LONG' TOUCHDOWN ON THE 2,300 FOOT GRASS STRIP, THE ENGINE 'HESITATED'. AFTER BECOMING AIRBORNE, THE PILOT TURNED LEFT TO AVOID HITTING TREES AT THE END OF THE RUNWAY. THE AIRPLANE THEN STRUCK A FENCE AND IMPACTED THE GROUND. EXAMINATION OF THE PROPELLER BY AN FAA INSPECTOR REVEALED SIGNATURES INDICATING THE ENGINE WAS OPERATING AT A HIGH POWER SETTING DURING IMPACT.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO ATTAIN THE PROPER TOUCHDOWN POINT AND THE DELAYED GO-AROUND.

## Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: LANDING - ABORTED

### Findings

1. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
2. (C) GO-AROUND - DELAYED - PILOT IN COMMAND
3. OBJECT - FENCE

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

## Factual Information

On July 23, 1995, at 1000 central daylight time, a Bellanca 17-31ATC, N500BT, collided with a fence during an aborted landing near Hico, Texas. The airline transport rated pilot/operator and one passenger were not injured, and the airplane sustained substantial damage. Visual meteorological conditions prevailed and no flight plan was filed. The airplane departed Conroe, Texas, at 0850 for the Title 14 CFR Part 91 personal flight.

The pilot reported his touchdown on the 2,300 foot grass strip "was long so I elected to go around," and "upon rapid application of power, engine hesitated." During a telephone interview, conducted by the investigator-in-charge, the pilot stated "the aircraft did not accelerate properly" and became airborne with the "stall warning horn going off." The pilot further stated he then turned left to "avoid trees" at the end of the runway and, subsequently, the airplane impacted a fence.

A Federal Aviation Administration inspector examined the airplane and reported the outboard section of the left wing was severed, the right wing spar was cracked, and the fuselage was deformed. All three propeller blades were bent toward the cambered side approximately 90 degrees and displayed chordwise scratching and gouging.

### Pilot Information

<b>Certificate:</b>	Airline transport	<b>Age:</b>	48, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane; Helicopter	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	December 30, 1994
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	10837 hours (Total, all aircraft), 207 hours (Total, this make and model), 9411 hours (Pilot In Command, all aircraft), 47 hours (Last 90 days, all aircraft), 18 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BELLANCA	<b>Registration:</b>	N500BT
<b>Model/Series:</b>	17-31ATC 17-31ATC	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	74-31104
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	June 5, 1995 Annual	<b>Certified Max Gross Wt.:</b>	3325 lbs
<b>Time Since Last Inspection:</b>	21 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1154 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	IO-540-K
<b>Registered Owner:</b>	JOHN W. SARTOR	<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>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Unknown	<b>Visibility</b>	7 miles
<b>Lowest Ceiling:</b>	Broken / 1500 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	8 knots / None	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	180°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	28°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	CONROE (CXO )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	08:50 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	PARKS RANCH NONE	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	1130 ft msl	<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	18	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2300 ft / 150 ft	<b>VFR Approach/Landing:</b>	Go around

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	31.980798,-98.019706(est)

## Administrative Information

Investigator In Charge (IIC):	Snyder, Georgia
Additional Participating Persons:	CURT F MAHAFFEY; FORT WORTH , TX
Original Publish Date:	December 19, 1995
Last Revision Date:	
Investigation Class:	<a href="#">Class</a>
Note:	
Investigation Docket:	<a href="https://data.nts.gov/Docket?ProjectID=19508">https://data.nts.gov/Docket?ProjectID=19508</a>

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