



Aviation Investigation Final Report

Location:	BELLVILLE, Texas	Accident Number:	FTW97LA015
Date & Time:	October 10, 1996, 19:30 Local	Registration:	N179DP
Aircraft:	Beech BE-55B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The dark night approach was executed to the 2,500-foot runway which had trees and transmission lines at the approach path. The pilot stated that the approach was made with the flaps retracted and 'during the landing flare/touchdown, the airplane stalled from about 10 to 12 feet above the ground, the left wing struck the ground, the left main gear collapsed and the airplane departed the runway.'

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain airspeed resulting in an inadvertent stall. Factors were the dark night conditions and the pilot's failure to lower the flaps.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) LIGHT CONDITION - DARK NIGHT
 2. (F) LOWERING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
 3. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 4. STALL - INADVERTENT - PILOT IN COMMAND
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Occurrence #2: MAIN GEAR COLLAPSED
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

5. LANDING GEAR,MAIN GEAR - OVERLOAD

Factual Information

On October 10, 1996, at 1930 central daylight time, a Beech BE-55B, N179DP, registered to and operated by a private owner, sustained substantial damage during the landing near Bellville, Texas. The private pilot, sole occupant of the airplane, was not injured. Visual meteorological conditions prevailed for the Title 14 CFR Part 91 cross country flight for which a flight plan was not filed. The personal flight originated at 1850 near Hearne, Texas.

During a telephone interview, conducted by the investigator-in-charge, and on the Pilot/Operator Report, the pilot reported the following information. A dark night approach was executed to runway 15 (2,500 feet in length with a 2-3 degree upslope) at the Grawunder Airport. Trees and transmission lines are at the approach path and the approach was made with the flaps retracted. The pilot stated that "during the landing flare/touchdown, the airplane stalled from about 10 to 12 feet above the ground, the left wing struck the ground, the left main gear collapsed and the airplane departed the runway." Both wings and propellers and the right engine mounts and firewall sustained structural damaged.

Pilot Information

Certificate:	Private	Age:	41, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	August 9, 1996
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	700 hours (Total, all aircraft), 186 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N179DP
Model/Series:	BE-55B BE-55B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	TC-852
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	5100 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	6112 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO-470-L
Registered Owner:	WELTON E. HILL	Rated Power:	260 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night/dark
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	60°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	26°C / 11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	HEARNE , TX (T72)	Type of Flight Plan Filed:	None
Destination:	(06R)	Type of Clearance:	
Departure Time:	18:50 Local	Type of Airspace:	Class G

Airport Information

Airport:	GRAWUNDER ARIPORT 06R	Runway Surface Type:	Asphalt
Airport Elevation:	253 ft msl	Runway Surface Condition:	Dry
Runway Used:	15	IFR Approach:	
Runway Length/Width:	2500 ft / 50 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	29.939048,-96.250122(est)

Administrative Information

Investigator In Charge (IIC):	Smith, Joyce
Additional Participating Persons:	JOHN VAUGHN; HOUSTON , TX
Original Publish Date:	August 25, 1997
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=20090

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