



# Aviation Investigation Final Report

<b>Location:</b>	GRANBURY, Texas	<b>Accident Number:</b>	FTW84LA197
<b>Date &amp; Time:</b>	April 15, 1984, 12:25 Local	<b>Registration:</b>	N3050
<b>Aircraft:</b>	BEECH 95-B55	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 Serious
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

DURING A X-COUNTRY FLT, THE PLT LANDED AT STEPHENVILLE, TX, FOR FUEL, BUT WAS UNABLE TO PURCHASE ANY. THEREFORE, HE PROCEEDED TO GRANBURY, TX, FOR FUEL BEFORE CONTINUING TO CHATTANOOGA, TN. A WITNESS HEARD THE ACFT, THEN OBSERVED IT PORPOISING DOWN THE LAST THIRD OF THE RWY AT HIGH SPEED. HE REPORTED THAT THE PLT LOCKED THE BRAKES ABOUT 500 FT FROM THE END OF THE RWY. THE ACFT CONTINUED OFF THE END OF THE RWY & WAS SUBSTANTIALLY DAMAGED WHEN IT COLLIDED WITH THE OPPOSITE SIDE OF A WIDE DITCH. THE WITNESS ESTIMATED THAT THE WIND WAS FROM THE NORTHWEST AT 25 GUSTING 30 KTS. THE PLT HAD BEEN FLYING FOR MANY YEARS, BUT HAD ONLY A STUDENT CERTIFICATE. HE WAS NOT ENDORSED FOR SOLO X-COUNTRY FLT.

## Probable Cause and Findings

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

### Findings

Occurrence #1: OVERRUN  
Phase of Operation: LANDING - ROLL

#### Findings

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND

2. QUALIFICATION - PILOT IN COMMAND
3. (F) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
4. (F) WEATHER CONDITION - TAILWIND
5. (C) WRONG RUNWAY - SELECTED - PILOT IN COMMAND
6. (F) INADEQUATE TRAINING - PILOT IN COMMAND
7. (C) DISTANCE - MISJUDGED - PILOT IN COMMAND
8. (C) AIRSPEED - MISJUDGED - PILOT IN COMMAND
9. (C) ABORTED LANDING - NOT PERFORMED - PILOT IN COMMAND

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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING - ROLL

Findings

10. (F) TERRAIN CONDITION - DITCH

## Factual Information

### Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	53, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Unknown
<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 13, 1983
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	816 hours (Total, all aircraft), 35 hours (Total, this make and model), 689 hours (Pilot In Command, all aircraft), 9 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N3050
<b>Model/Series:</b>	95-B55 95-B55	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	TC-546
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	September 11, 1983 Annual	<b>Certified Max Gross Wt.:</b>	5100 lbs
<b>Time Since Last Inspection:</b>	62 Hrs	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	2805 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	IO-470-L
<b>Registered Owner:</b>	DWAYNE D. HOLLINGSWORTH	<b>Rated Power:</b>	260 Horsepower
<b>Operator:</b>	DONALD L. STAMEY	<b>Operating Certificate(s) Held:</b>	
<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>	Clear	<b>Visibility</b>	7 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	25 knots / 30 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	320°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	STEPHENVILLE , TX (SEP )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	00:00 Local	<b>Type of Airspace:</b>	Airport advisory area

## Airport Information

<b>Airport:</b>	GRANBURY MUNI. F55	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	777 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	14	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3600 ft / 60 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Serious	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 Serious	<b>Latitude, Longitude:</b>	32.440383,-97.780418(est)

## Administrative Information

**Investigator In Charge (IIC):** Mcfall, T

**Additional Participating Persons:** JOSEPH N MONTEROSSO; DALLAS , TX

**Original Publish Date:**

**Last Revision Date:**

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

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=21307>

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