



Aviation Investigation Final Report

Location:	LEDBETTER, Kentucky	Accident Number:	IAD97LA010
Date & Time:	October 20, 1996, 16:20 Local	Registration:	N5029G
Aircraft:	Bellanca BL28	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that he was not satisfied with his first two approaches to land, so he went around each time. He said that on his third approach to land '...everything looked good...' so he 'dropped the plane on the field...' but used up too much runway and tried to go around again. He said the airplane '...started hitting the ground with the right wing...' and then cart-wheeled and came to rest against a tree. According to an FAA report, the pilot reported he stalled the aircraft and the right wing struck the ground, causing the aircraft to cartwheel. The aircraft came to rest 180 degree from the landing direction.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's delay in executing a go-around, and his failure to obtain/maintain adequate airspeed, which resulted in a stall and collision with the ground.

Findings

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

Findings

1. (C) GO-AROUND - DELAYED - PILOT IN COMMAND
2. (C) AIRSPEED - NOT OBTAINED/MAINTAINED - PILOT IN COMMAND
3. (C) STALL - INADVERTENT - PILOT IN COMMAND

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

Factual Information

On October 20, 1996, at about 1620 central daylight time, a Bellanca BL28, N5029G, was destroyed when it collided with terrain during a go-around at a private airstrip in Ledbetter, Kentucky. The pilot, the sole occupant, received minor injuries. Visual meteorological conditions prevailed, and no flight plan was filed. The local flight was conducted under 14 CFR Part 91.

The pilot stated in his pilot operator report that he took off and remained in the traffic pattern. He said that he was not satisfied with his first two approaches to land and did go-arounds. He said that on his third approach to land "...everything looked good..." so he "dropped the plane on the field..." but used up too much runway and tried to go-around again. He said the airplane "...started hitting the ground with the right wing..." and then cartwheeled and came to rest against a tree.

According to the FAA, the pilot reported he stalled the aircraft and the right wing struck the ground causing the aircraft to cartwheel. Aircraft came to rest 180 degree from the landing direction.

Pilot Information

Certificate:	Private	Age:	62, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	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 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	April 22, 1995
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	700 hours (Total, all aircraft), 170 hours (Total, this make and model), 700 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Bellanca	Registration:	N5029G
Model/Series:	BL28 BL28	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	288-78
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	February 17, 1996 Annual	Certified Max Gross Wt.:	2150 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-360-CIE
Registered Owner:	ROBERT M. KARR	Rated Power:	180 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:	Day
Observation Facility, Elevation:	PAH	Distance from Accident Site:	
Observation Time:	16:56 Local	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:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	16:00 Local	Type of Airspace:	

Airport Information

Airport:	PRIVATE GRASS STRIP	Runway Surface Type:	Grass/turf
Airport Elevation:	350 ft msl	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	1200 ft / 150 ft	VFR Approach/Landing:	Go around;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	37.039474,-88.490318(est)

Administrative Information

Investigator In Charge (IIC):	Wilson, Butch
Additional Participating Persons:	LONNY SCHUETT; LOUISVILLE , KY
Original Publish Date:	January 30, 1998
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=28155

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