

**National Transportation Safety Board  
Washington, DC 20594**

**Brief of Accident**

**Adopted 05/15/1992**

FTW90LA047  
File No. 1348                                      12/27/1989                                      STEPHENVILLE, TX                                      Aircraft Reg No. N1691N                                      Time (Local): 16:15 CST

Make/Model:	BELLANCA / 8KCAB	Fatal	0	Serious	0	Minor/None	1
Engine Make/Model:	LYCOMING / IO-320-E1A	Crew	0		0		1
Aircraft Damage:	Substantial	Pass	0		0		0
Number of Engines:	1						
Operating Certificate(s):	None						
Type of Flight Operation:	Positioning						
Reg. Flight Conducted Under:	Part 91: General Aviation						

Last Depart. Point:	Same as Accident/Incident Location	Condition of Light:	Day
Destination:	STEPHAVILLE , TX	Weather Info Src:	Pilot
Airport Proximity:	Off Airport/Airstrip	Basic Weather:	Visual Conditions
		Lowest Ceiling:	None
		Visibility:	5.00 SM
		Wind Dir/Speed:	Calm
		Temperature (°C):	16
		Precip/Obscuration:	None

Pilot-in-Command	Age: 34	Flight Time (Hours)
Certificate(s)/Rating(s)		Total All Aircraft: 7926
Commercial; Multi-engine Land; Single-engine Land		Last 90 Days: 74
Instrument Ratings		Total Make/Model: 53
Airplane		Total Instrument Time: 2756

THE AIRPLANE HAD BEEN LANDED IN A SMALL FIELD BY ANOTHER PILOT AFTER THE ENGINE LOST POWER. REPAIRS WERE MADE AND THIS PILOT VOLUNTEERED TO FLY THE AIRPLANE OUT OF THE SMALL FIELD. THE FIELD WAS BETWEEN TWO FENCES. ROUGHLY 900 FEET WAS AVAILABLE AND PART OF IT WAS CLEARED OF TALL WEEDS. THE PILOT SAID HE ATTEMPTED A FULL POWER, SHORT FIELD TAKEOFF; HOWEVER, THE MAIN GEAR HIT THE TOP WIRE OF A FENCE. THE WIRE BROKE FREE OF THE FENCE AND STRUCK THE FUSELAGE AND RUDDER. THE AIRPLANE BECAME DIFFICULT TO CONTROL IN ROLL, AND STARTED TO LOSE ALTITUDE. THE PILOT REDUCED POWER AND THE AIRPLANE IMPACTED THE GROUND, LEFT WING AND LEFT GEAR FIRST.

Brief of Accident (Continued)

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Occurrence #1: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) OBJECT - FENCE

2. (C) PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: TAKEOFF - ABORTED

Findings Legend: (C) = Cause, (F) = Factor

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The National Transportation Safety Board determines the probable cause(s) of this accident as follows.  
IMPROPER PLANNING/DECISION BY THE PILOT.