



Aviation Investigation Final Report

Location:	BELLE PLAINE, Minnesota	Accident Number:	CHI96LA242
Date & Time:	July 15, 1996, 12:00 Local	Registration:	N5026K
Aircraft:	Bellanca 7ECA	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious, 1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that he was on downwind for landing on runway 35, when he noticed a two to three story house 'just off the end of the runway.' He shortened his downwind leg which 'caused a fairly high initial final approach.... This required a slip to the runway. Since excessive airspeed was built up, the aircraft continued to float.' He decided to go-around and applied full power; however, the landing gear impacted tall grass at the departure end of the runway, then a ravine.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's misjudgment of the distance and speed during the landing, and his delay in initiating a go-around. Factors relating to the accident were: the tall grass and ravine at the end of the runway.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: GO-AROUND (VFR)

Findings

1. (C) DISTANCE/SPEED - MISJUDGED - PILOT IN COMMAND
2. (C) GO-AROUND - DELAYED - PILOT IN COMMAND

3. (F) TERRAIN CONDITION - GRASS
4. (F) TERRAIN CONDITION - RAVINE

Factual Information

On July 15, 1996, about 1200 central daylight time, a Bellanca 7ECA, N5026K, sustained substantial damage when it impacted vegetation during an attempted go around in Belle Plaine, Minnesota. The pilot reported minor injury and the sole passenger sustained serious injury. The personal, 14 CFR Part 91 flight departed the St. Paul Flemming Airport about 1130. Visual meteorological conditions prevailed and no flight plan was on file.

In his written statement, the pilot reported that he was on downwind to runway 35, when he noticed a two to three story house "just off the end of the runway." He shortened his downwind leg which "caused a fairly high initial final approach.... This required a slip to the runway. Since excessive airspeed was built up, the aircraft continued to float." He decided to execute a go around and applied full power. The landing gear impacted tall grass at the departure end of the runway, then a ravine. The airplane sustained substantial damage.

Pilot Information

Certificate:	Private	Age:	70, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	December 8, 1994
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	577 hours (Total, all aircraft), 127 hours (Total, this make and model), 9 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Bellanca	Registration:	N5026K
Model/Series:	7ECA 7ECA	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Aerobatic	Serial Number:	1278-78
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	October 22, 1995 Annual	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:	48 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	808 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed	Engine Model/Series:	O-235
Registered Owner:	THOMAS F. TISCHIDA	Rated Power:	115 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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 6000 ft AGL	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	26°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ST PAUL (D97)	Type of Flight Plan Filed:	None
Destination:	(7Y7)	Type of Clearance:	VFR
Departure Time:	11:30 Local	Type of Airspace:	Class E

Airport Information

Airport:	BELLE PLAINE 7Y7	Runway Surface Type:	Grass/turf
Airport Elevation:	955 ft msl	Runway Surface Condition:	Dry
Runway Used:	35	IFR Approach:	None
Runway Length/Width:	2530 ft / 215 ft	VFR Approach/Landing:	Go around;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 1 Minor	Latitude, Longitude:	44.620643,-93.760696(est)

Administrative Information

Investigator In Charge (IIC):	Robbins, Wesley
Additional Participating Persons:	DALE ARMSTRONG; MINNEAPOLIS , MN
Original Publish Date:	April 29, 1997
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=10312

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