



Aviation Investigation Final Report

Location:	BARRON, Wisconsin	Accident Number:	CHI88LA055
Date & Time:	January 23, 1988, 14:00 Local	Registration:	N7377V
Aircraft:	BELLANCA 17-30	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT MISJUDGED ALTITUDE AND DISTANCE AND TOUCHED DOWN SHORT OF THE RUNWAY AND STRUCK A SNOWBANK. PAX STATED THAT THE PILOT CUT PWR ABOUT 200 FT FROM THE RUNWAY; THE AIRCRAFT BEGAN TO SINK FAST. THE PILOT APPLIED POWER TOO LATE TO PREVENT THE UNDERSHOOT. NO MECHANICAL DIFFICULTIES WERE REPORTED.

Probable Cause and Findings

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

Findings

Occurrence #1: UNDERSHOOT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (C) ALTITUDE - MISJUDGED - PILOT IN COMMAND
 2. (C) DISTANCE - MISJUDGED - PILOT IN COMMAND
 3. (C) THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
 4. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

5. (F) TERRAIN CONDITION - SNOWBANK

Factual Information

Pilot Information

Certificate:	Private	Age:	49, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	May 29, 1986
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	3900 hours (Total, all aircraft), 2 hours (Total, this make and model), 8 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELLANCA	Registration:	N7377V
Model/Series:	17-30 17-30	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	30232
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	March 21, 1987 Annual	Certified Max Gross Wt.:	3000 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-520
Registered Owner:	WILLIAM E. GREEN	Rated Power:	300 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:	EAU	Distance from Accident Site:	40 Nautical Miles
Observation Time:	13:56 Local	Direction from Accident Site:	140°
Lowest Cloud Condition:	Unknown	Visibility	5 miles
Lowest Ceiling:	Broken / 6000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	5°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	-11°C
Precipitation and Obscuration:	Light - Showers - Snow		
Departure Point:	RICE LAKE , WI (RIE)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	13:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	BARRON MUNICIPAL WI15	Runway Surface Type:	Grass/turf
Airport Elevation:	1120 ft msl	Runway Surface Condition:	Snow
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	2500 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	45.400779,-91.839889(est)

Administrative Information

Investigator In Charge (IIC):	Seidlein, George
Additional Participating Persons:	K G RUNYAN; MINNEAPOLIS , MN
Original Publish Date:	April 14, 1989
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=14039

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).