



Aviation Investigation Final Report

Location:	BISMARCK, North Dakota	Accident Number:	CHI93LA128
Date & Time:	March 10, 1993, 22:22 Local	Registration:	N88384
Aircraft:	BELLANCA 7GCBC	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT DEPARTED GRAND ISLAND WITH FULL FUEL AND CALCULATIONS INDICATED AN EN ROUTE FUEL STOP WOULD BE REQUIRED. WHILE EN ROUTE, THE PILOT RECALCULATED THE FUEL CONSUMPTION AND ELECTED NOT TO MAKE THE FUEL STOP BUT TO CONTINUE TO THE DESTINATION. FUEL EXHAUSTION OCCURRED DURING THE LANDING APPROACH AT THE DESTINATION AIRPORT. A FORCED LANDING WAS MADE ON A ROAD DURING WHICH THE RIGHT WING CONTACTED A TREE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO REFUEL THE AIRPLANE EN ROUTE TO ENSURE ADEQUATE FUEL TO COMPLETE THE FLIGHT.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: APPROACH

Findings

1. FLUID,FUEL - EXHAUSTION
 2. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
 3. (F) FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
 4. (C) REFUELING - NOT PERFORMED - PILOT IN COMMAND
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Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Findings

5. (F) LIGHT CONDITION - BRIGHT NIGHT

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

6. (F) OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Commercial	Age:	45, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Unknown
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:	February 4, 1993
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1000 hours (Total, all aircraft), 251 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELLANCA	Registration:	N88384
Model/Series:	7GCBC 7GCBC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	774-75
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	January 2, 2000 100 hour	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-320
Registered Owner:	LEROY E. NIELSEN	Rated Power:	150 Horsepower
Operator:	LEROY E. NIELSEN	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:	Night/bright
Observation Facility, Elevation:	BIS ,1677 ft msl	Distance from Accident Site:	3 Nautical Miles
Observation Time:	21:50 Local	Direction from Accident Site:	310°
Lowest Cloud Condition:	Clear	Visibility	12 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-8°C / -9°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	GRAND ISLAND , NE (GRI)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	18:20 Local	Type of Airspace:	Class D

Airport Information

Airport:	BISMARCK MUNICIPAL BIS	Runway Surface Type:	
Airport Elevation:	1677 ft msl	Runway Surface Condition:	
Runway Used:	31	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	46.819881,-100.700851(est)

Administrative Information

Investigator In Charge (IIC):	Sullivan, Pamela
Additional Participating Persons:	ROBERT HARRIS; FARGO , ND
Original Publish Date:	November 3, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=15693

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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](#).