



Aviation Investigation Final Report

Location:	HURON, South Dakota	Accident Number:	DEN86FTK01
Date & Time:	May 15, 1986, 20:15 Local	Registration:	N53756
Aircraft:	BELLANCA 7GCBC	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE ACFT CONTACTED POWERLINES AND DESCENDED UNCONTROLLED TO GROUND IMPACT. THE PLT REPORTED THAT HE WAS CHECKING FIELDS WHEN THE ACCIDENT OCCURRED. THE ACFT WAS TRAVELING TO THE WEST INTO THE SETTING SUN WHEN ACCIDENT OCCURRED.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: MANEUVERING

Findings

1. (C) ALTITUDE - INADEQUATE - PILOT IN COMMAND
2. (F) LIGHT CONDITION - SUNGLARE
3. (F) VISUAL LOOKOUT - REDUCED - PILOT IN COMMAND
4. OBJECT - WIRE, TRANSMISSION
5. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Student	Age:	32, Male
Airplane Rating(s):	None	Seat Occupied:	Front
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 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	October 17, 1984
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	93 hours (Total, all aircraft), 38 hours (Total, this make and model), 36 hours (Pilot In Command, all aircraft), 32 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELLANCA	Registration:	N53756
Model/Series:	7GCBC 7GCBC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Aerobatic; Normal	Serial Number:	874-75
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	December 1, 1985 Annual	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:	22 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	595 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-320-A2D
Registered Owner:	KIM R. TSCHETTER	Rated Power:	150 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:	Dusk
Observation Facility, Elevation:	HON ,1288 ft msl	Distance from Accident Site:	8 Nautical Miles
Observation Time:	20:40 Local	Direction from Accident Site:	245°
Lowest Cloud Condition:	Scattered / 24000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	17°C / 8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	HURON , SD (HON)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	19:15 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:	0 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	44.360233,-98.209419(est)

Administrative Information

Investigator In Charge (IIC):	Pearsoll, Grant
Additional Participating Persons:	OLIVIO A GIACOLETTO; RAPID CITY , SD LYLE W ERICKSON; RAPID CITY , SD
Original Publish Date:	
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=16858

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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](#).