



Aviation Investigation Final Report

Location:	TAOS, New Mexico	Accident Number:	DEN87LA209
Date & Time:	August 4, 1987, 12:18 Local	Registration:	N53811
Aircraft:	BELLANCA 8KCAB	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT ATTEMPTED TO LAND ON RWY 22 WITH A LEFT QUARTERING X-WIND. DRG THE LANDING, THE ACFT BOUNCED TWICE, THEN VEERED TO THE RIGHT & WENT OFF THE RWY. THE PLT APPLIED POWER & INITIATED A GO-AROUND. THE ACFT BECAME AIRBORNE, BUT ITS RIGHT WING STRUCK THE VERTICAL STABILIZER OF A CESSNA 340, THEN THE ACFT CARTWHEELED & SUBSEQUENTLY CAME TO REST IN AN INVERTED ATTITUDE. THE 1323 MDT WIND AT TAOS WAS FROM 170 DEG AT 10 GUSTING 15 KTS.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) WEATHER CONDITION - CROSSWIND
 2. (F) WEATHER CONDITION - GUSTS
 3. (F) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
 4. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 5. (C) GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: LANDING - ABORTED

Findings

6. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
7. (F) OBJECT - AIRCRAFT PARKED/STANDING

Factual Information

Pilot Information

Certificate:	Private	Age:	58,Female
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:	September 23, 1986
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	389 hours (Total, all aircraft), 71 hours (Total, this make and model), 270 hours (Pilot In Command, all aircraft), 12 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELLANCA	Registration:	N53811
Model/Series:	8KCAB 8KCAB	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Aerobatic; Normal	Serial Number:	215-75
Landing Gear Type:	Tailwheel	Seats:	3
Date/Type of Last Inspection:	December 16, 1986 Annual	Certified Max Gross Wt.:	1800 lbs
Time Since Last Inspection:	11 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	514 Hrs	Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	IO-320-E1A
Registered Owner:	ELIZABETH G. MEDARY	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:	Day
Observation Facility, Elevation:	E23 ,7091 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	13:23 Local	Direction from Accident Site:	230°
Lowest Cloud Condition:	Unknown / 5500 ft AGL	Visibility	50 miles
Lowest Ceiling:	Broken / 5500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / 15 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	23°C / 13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	FORT WORTH , TX (50F)	Type of Flight Plan Filed:	None
Destination:	(SKX)	Type of Clearance:	None
Departure Time:	07:45 Local	Type of Airspace:	Airport advisory area

Airport Information

Airport:	TAOS MUNI SKX	Runway Surface Type:	Asphalt
Airport Elevation:	7091 ft msl	Runway Surface Condition:	Dry
Runway Used:	22	IFR Approach:	None
Runway Length/Width:	5800 ft / 75 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	36.380546,-105.569343(est)

Administrative Information

Investigator In Charge (IIC):	Tranter, Verlin
Additional Participating Persons:	SANDERS; ALBUQUERQUE , NM
Original Publish Date:	October 25, 1988
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=17292

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).