



Aviation Investigation Final Report

Location:	MCALESTER, Oklahoma	Accident Number:	FTW98TA174
Date & Time:	April 5, 1998, 14:30 Local	Registration:	N53739
Aircraft:	Bellanca 7GCBC	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

Following a bounced landing on runway 22, the airplane turned to the right. The pilot added full power for a go-around; however, the right main wheel struck the top wire of a fence paralleling the runway, the right wing caught a brush pile, and the airplane nosed to the ground. Winds were from 160 degrees at 15 knots gusting to 35 knots. Due to dry windy conditions in the area, the pilot had flown on fire patrol flights for an average of 6 hours per day for the previous 2 weeks.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's inadequate compensation for the gusty crosswinds, during recovery from a bounced landing; and his failure to maintain directional control during a go-around. Related factors were: the wind conditions, and a subsequent encounter with of a fence and brush pile.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (F) WEATHER CONDITION - GUSTS
3. RECOVERY FROM BOUNCED LANDING - INITIATED - PILOT IN COMMAND
4. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

5. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: GO-AROUND (VFR)

Findings

6. (F) OBJECT - FENCE
7. (F) OBJECT - OTHER

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: GO-AROUND (VFR)

Factual Information

On April 5, 1998, at 1430 central daylight time, a Bellanca 7GCBC a tailwheel airplane, N53739, was substantially damaged following a loss of control during an aborted landing at a private airstrip near McAlester, Oklahoma. The airplane, owned by a private individual, was leased by the Oklahoma State Department of Agriculture for fire patrol under Title 14 CFR Part 91. The commercial pilot, sole occupant, was not injured. Visual meteorological conditions prevailed for the local public use flight and a flight plan was not filed. The flight departed the private airstrip at 1200.

During a personal interview, conducted by the investigator-in-charge, the pilot reported that he had flown an average of 6 hours per day for the previous 2 weeks on the fire patrol flights due to dry windy conditions prevailing throughout the area. The aircraft was modified for use of automotive fuel and he would land at the private airstrip, 6 miles northwest of McAlester, for refueling.

The winds reported by the pilot (Pilot/Operator Aircraft Accident Report NTSB Form 6120.1/2) were from 160 degrees at 15 knots with gusts from 25 to 35 knots and the approach was made to runway 22. During the wheel landing the aircraft bounced and turned to the right. According to the pilot's statement, he added full power for a go-around; however, the right main wheel struck the top wire of the fence paralleling the runway, the right wing caught a brush pile located beyond the fence, and the airplane nosed to the ground. Structural damage occurred to the fuselage, wing spars, engine mounts, propeller, gear, and cowling.

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	54, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical—no waivers/lim.	Last FAA Medical Exam:	May 5, 1997
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	6282 hours (Total, all aircraft), 133 hours (Total, this make and model), 5987 hours (Pilot In Command, all aircraft), 146 hours (Last 90 days, all aircraft), 81 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Bellanca	Registration:	N53739
Model/Series:	7GCBC 7GCBC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Aerobatic; Normal	Serial Number:	864-75
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	February 2, 1998 Annual	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:	80 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1912 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-320-A2B
Registered Owner:	CASHMERE & COMPANY	Rated Power:	150 Horsepower
Operator:	LESTER E. CASHMERE	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:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	15 knots / 35 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	24°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	, OK (7450)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	
Departure Time:	12:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	CASHMERE RANCH NONE	Runway Surface Type:	Grass/turf
Airport Elevation:	700 ft msl	Runway Surface Condition:	Dry
Runway Used:	22	IFR Approach:	
Runway Length/Width:	1800 ft / 100 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	34.920963,-95.760887(est)

Administrative Information

Investigator In Charge (IIC):	Roach, Joyce
Additional Participating Persons:	JIM KELLN; OKLAHOMA CITY , OK
Original Publish Date:	October 30, 1998
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=20687

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](#).