



Aviation Investigation Final Report

Location:	WAIPAHU, OAHU, Hawaii	Accident Number:	LAX84LA305
Date & Time:	May 20, 1984, 11:40 Local	Registration:	N4166Y
Aircraft:	BELLANCA 7GCAA	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious, 1 Minor
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

THE CFI GAVE THE STUDENT A SIMULATED FORCED LANDING AND THE STUDENT SPIRALED DOWN TO 400 FT AGL. WHEN THE CFI SAID 'I'VE GOT THE AIRPLANE' THE ACFT NOSE CAME UP AND THE ACFT STARTED TO SETTLE. THE CFI STATED HE APPLIED POWER BUT THE ACFT CONTINUED TO SETTLE, STALLING INTO A SUGAR CANE FIELD. THE CFI BLAMED THE ACCIDENT ON THE SLOW RESPONSE OF THE ENGINE. THE ENGINE WAS FUNCTIONALLY CHECKED AND NO DISCREPANCIES WERE FOUND.

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 - IN FLIGHT
Phase of Operation: GO-AROUND (VFR)

Findings

1. (C) EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)
 2. (C) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND(CFI)
 3. (C) GO-AROUND - MISJUDGED - PILOT IN COMMAND(CFI)
 4. (C) STALL - NOT CORRECTED - PILOT IN COMMAND(CFI)
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Airline transport	Age:	50, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	November 1, 1983
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	13000 hours (Total, all aircraft), 200 hours (Total, this make and model), 13000 hours (Pilot In Command, all aircraft), 41 hours (Last 90 days, all aircraft), 9 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELLANCA	Registration:	N4166Y
Model/Series:	7GCAA 7GCAA	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Aerobatic; Normal	Serial Number:	33577
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	June 20, 1983 Annual	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:	107 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	527 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	O-320-A2D
Registered Owner:	ARTHUR TYSON	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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 5000 ft AGL	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	20 knots / 30 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	29°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	HONOLULU , HI (HNL)	Type of Flight Plan Filed:	None
Destination:	HONOLULU , HI (HNL)	Type of Clearance:	None
Departure Time:	11:00 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:	
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	Simulated forced landing

Wreckage and Impact Information

Crew Injuries:	1 Serious, 1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 1 Minor	Latitude, Longitude:	21.350072,-157.87947(est)

Administrative Information

Investigator In Charge (IIC): Pollack, Wayne

Additional Participating Persons: FRANK NAKAMURA; HONOLULU , HI

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=24271>

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](#).