



# Aviation Investigation Final Report

<b>Location:</b>	TAFT, California	<b>Accident Number:</b>	LAX86LA246
<b>Date &amp; Time:</b>	June 15, 1986, 14:25 Local	<b>Registration:</b>	N8780
<b>Aircraft:</b>	BELLANCA                      KCAB	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE CITABREA BOUNCED ON LANDING AND GROUND LOOPED ON THE RUNWAY. THE PILOT INDICATED THAT ON TOUCHDOWN THE AIRCRAFT BOUNCED. THROTTLE WAS ADVANCED AND ON THE SECOND TOUCHDOWN THE AIRCRAFT VEERED LEFT. THE LEFT WING ROSE PLACING THE AIRCRAFT ON THE RIGHT MAIN LANDING GEAR WITH THE RIGHT WING LOW. THE RIGHT WING STRUCK THE GROUND ON THE RUNWAY SHOULDER. THE PILOT ALSO INDICATED THAT WEATHER WAS NOT A FACTOR.

## Probable Cause and Findings

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

### Findings

Occurrence #1: HARD LANDING  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings  
1. (C) PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND  
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Occurrence #2: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID  
Phase of Operation: LANDING - ROLL

#### Findings

2. (C) RECOVERY FROM BOUNCED LANDING - POOR - PILOT IN COMMAND
3. (F) GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
4. (C) GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
5. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	51,Female
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	May 27, 1986
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	139 hours (Total, all aircraft), 17 hours (Total, this make and model), 71 hours (Pilot In Command, all aircraft), 4 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BELLANCA	<b>Registration:</b>	N8780
<b>Model/Series:</b>	KCAB KCAB	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Aerobatic; Normal	<b>Serial Number:</b>	362-73
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	June 1, 1985 Annual	<b>Certified Max Gross Wt.:</b>	1650 lbs
<b>Time Since Last Inspection:</b>	74 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1130 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	IO-320-E2A
<b>Registered Owner:</b>		<b>Rated Power:</b>	150 Horsepower
<b>Operator:</b>	BETH G. HOWAR	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>	ABOVE ALL AVIATION	<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	BFL ,490 ft msl	<b>Distance from Accident Site:</b>	25 Nautical Miles
<b>Observation Time:</b>	14:50 Local	<b>Direction from Accident Site:</b>	35°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	30 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	10 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	300°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	29°C / 12°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	SANTA BARBARA , CA (SBA )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	13:45 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	TAFT L17	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	875 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	25	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3970 ft / 60 ft	<b>VFR Approach/Landing:</b>	Full stop;Straight-in

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	35.159637,-119.430892(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Wilcox, Thomas
<b>Additional Participating Persons:</b>	LARRY DECOSTA; FRESNO , CA
<b>Original Publish Date:</b>	
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=25178">https://data.nts.gov/Docket?ProjectID=25178</a>

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