



# Aviation Investigation Final Report

<b>Location:</b>	KENAI, Alaska	<b>Accident Number:</b>	ANC96LA128
<b>Date &amp; Time:</b>	August 17, 1996, 21:15 Local	<b>Registration:</b>	N5267X
<b>Aircraft:</b>	Champion 7GCBC	<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 pilot and passenger were landing in a remote area near a campsite in a tailwheel-equipped airplane. The landing area was 800 feet long and surrounded by trees. The pilot's landing approach was high and fast. About half-way down the landing area, the pilot executed a go-around and added full power, but the airplane collided with trees about 30 feet above the ground.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's delayed in initiating a go-around, and his failure to maintain clearance from trees. The high/fast approach for landing was a related factor.

## Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: GO-AROUND (VFR)

### Findings

1. (F) PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
2. (C) GO-AROUND - DELAYED - PILOT IN COMMAND
3. OBJECT - TREE(S)
4. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND



## Factual Information

On August 17, 1996, about 2115 Alaska daylight time, a wheel equipped Champion 7GCBC, N5267X, collided with a tree during a go-around at a remote strip, about 33 miles west of Kenai, Alaska. The airplane was being operated as a visual flight rules (VFR) cross-country personal flight when the accident occurred. The airplane, registered to and operated by the pilot, sustained substantial damage. The certificated private pilot, and the sole passenger, were not injured. Visual meteorological conditions prevailed. The flight originated at the Kenai Municipal airport at 2045.

The pilot reported that he was intending to land in the area of Big River Lakes. The landing area was about 800 feet long and was oriented north and south. During the landing approach to the north, the pilot indicated his landing approach was too fast and too high. He decided to execute a go-around about half-way down the landing area. The pilot added full power but the airplane collided with trees about 30 feet above the ground.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	46, Male
<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--no waivers/lim.	<b>Last FAA Medical Exam:</b>	November 30, 1994
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	534 hours (Total, all aircraft), 480 hours (Total, this make and model), 492 hours (Pilot In Command, all aircraft), 38 hours (Last 90 days, all aircraft), 14 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Champion	<b>Registration:</b>	N5267X
<b>Model/Series:</b>	7GCBC 7GCBC	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	192
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	January 4, 1995 Annual	<b>Certified Max Gross Wt.:</b>	1685 lbs
<b>Time Since Last Inspection:</b>	105 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2053 Hrs	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-320-A2B
<b>Registered Owner:</b>	WILLIAM D. FURLONG	<b>Rated Power:</b>	150 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<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>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	60 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	13°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	, AK (ENA )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	20:45 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Go around

## 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>	60.659595,-150.89981(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Erickson, Scott
<b>Additional Participating Persons:</b>	WALTER ZACKOWITZ; ANCHORAGE , AK
<b>Original Publish Date:</b>	August 29, 1997
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=2884">https://data.ntsb.gov/Docket?ProjectID=2884</a>

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