



Aviation Investigation Final Report

Location:	LELAND, Mississippi	Accident Number:	MIA90LA130
Date & Time:	May 23, 1990, 12:00 Local	Registration:	N8739
Aircraft:	BELLANCA 7GCAA	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT STATED THAT HE CIRCLED THE UNFAMILIAR ARPT TO OBSERVE THE WINDSOCK, WHICH INDICATED THAT THE WIND WAS FROM THE NORTH. AFTER ENTERING THE PATTERN TO LAND ON RWY 36, HE OBSERVED POWER LINE POLES LOCATED AT THE APCH END OF THE RWY, BUT DID NOT SEE THE UNMARKED POWERLINES. WHILE ON FINAL APCH AT AN ALT OF ABOUT 30 FT, THE ACFT COLLIDED WITH A POWERLINE, THEN IMPACTED THE GROUND. THE PLT'S MEDICAL CERTIFICATE WAS EXPIRED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FAILURE OF THE PILOT TO SEE-AND-AVOID THE POWER LINES.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. OBJECT - WIRE, TRANSMISSION
 2. (F) LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
 3. (C) VISUAL LOOKOUT - POOR - PILOT IN COMMAND
 4. (F) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

5. TERRAIN CONDITION - GROUND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	36, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 2 Expired	Last FAA Medical Exam:	April 12, 1988
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1341 hours (Total, all aircraft), 80 hours (Total, this make and model), 1320 hours (Pilot In Command, all aircraft), 41 hours (Last 90 days, all aircraft), 17 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELLANCA	Registration:	N8739
Model/Series:	7GCAA 7GCAA	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	256-73
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320-A2B
Registered Owner:	UNKNOWN	Rated Power:	150 Horsepower
Operator:	WATTS, DOUGLAS K.	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:	GWO ,155 ft msl	Distance from Accident Site:	43 Nautical Miles
Observation Time:	11:47 Local	Direction from Accident Site:	81°
Lowest Cloud Condition:	Scattered / 3000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	MONTICELLO , AR (M76)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	11:15 Local	Type of Airspace:	

Airport Information

Airport:	EDWARDS FIELD NONE	Runway Surface Type:	
Airport Elevation:	230 ft msl	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	3400 ft / 30 ft	VFR Approach/Landing:	Full stop;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:	33.399749,-90.890914(est)

Administrative Information

Investigator In Charge (IIC): Monville, Timothy

Additional Participating Persons:

Original Publish Date: September 29, 1992

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=32663>

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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](#).