



Aviation Investigation Final Report

Location:	HARRISONBURG, Virginia	Accident Number:	NYC97LA117
Date & Time:	June 15, 1997, 14:30 Local	Registration:	N2537Z
Aircraft:	Bellanca 7GCBC	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

A short final approach was made to runway 5, a 1,200 foot long grass runway. The airplane touched down long, and the pilot executed a go-around by reducing the flaps to 14 degrees and applying full power to the engine. As the airplane climbed, the pilot realized that he would not clear 25-foot high wires that crossed over the departure end of the runway, and executed a sharp stick-back maneuver to gain maximum altitude. The right main landing gear struck the wires, which remained caught with the airplane. The airplane slowed, and descended to the ground nose first, coming to rest inverted.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's failure to obtain the proper touchdown point. A contributing factor was the transmission line.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: LANDING - ABORTED

Findings

1. (F) OBJECT - WIRE, TRANSMISSION
2. (C) PROPER TOUCHDOWN POINT - NOT OBTAINED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

3. TERRAIN CONDITION - GROUND

Factual Information

On June 15, 1997 about 1430 Eastern Daylight Time, N2537Z, a Bellanca 7GCBC, was substantially damaged while performing a go-around from a private airstrip near Harrisonburg, Virginia. The pilot and passenger were not injured. Visual meteorological conditions prevailed and no flight plan was filed for the personal flight conducted under 14 CFR Part 91.

According to the pilot, a short final approach was made to Runway 5, a 1,200 foot long grass runway. The airplane touched down long, and the pilot executed a go-around by reducing the flaps to 14 degrees and applying full power to the engine. As the airplane climbed, the pilot realized that he would not clear 25-foot high wires that crossed over the departure end of the runway, and executed a sharp stick-back maneuver to gain maximum altitude. The right main landing gear struck the wires, and remained caught with the airplane. The airplane slowed, and descended to the ground nose first, coming to rest inverted.

The pilot reported no mechanical malfunctions with the airplane.

Pilot Information

Certificate:	Private	Age:	55, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	November 13, 1996
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	216 hours (Total, all aircraft), 168 hours (Total, this make and model), 140 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Bellanca	Registration:	N2537Z
Model/Series:	7GCBC 7GCBC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Aerobatic; Normal	Serial Number:	1022-78
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	September 25, 1996 Annual	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:	38 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2635 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-320-2AD
Registered Owner:	LEON JOHENNING	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	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	23°C / 11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	STAUNTON , VA (SHD)	Type of Flight Plan Filed:	VFR
Destination:	(NONE)	Type of Clearance:	None
Departure Time:	14:10 Local	Type of Airspace:	Class G

Airport Information

Airport:	EARLY FIELD NONE	Runway Surface Type:	Grass/turf
Airport Elevation:	1200 ft msl	Runway Surface Condition:	Dry
Runway Used:	5	IFR Approach:	None
Runway Length/Width:	1200 ft / 50 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	38.42945,-78.870071 (est)

Administrative Information

Investigator In Charge (IIC):	Jones, Dennis
Additional Participating Persons:	JOHN BROWN; WASHINGTON , DC
Original Publish Date:	December 8, 1999
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=39377

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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](#).