



Aviation Investigation Final Report

Location:	BOISE, Idaho	Accident Number:	SEA91LA017
Date & Time:	November 16, 1990, 14:00 Local	Registration:	N57434
Aircraft:	BELLANCA 7GCBC	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious, 1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

DURING A PLEASURE FLIGHT, THE PILOT LANDED THE AIRPLANE WITHOUT INCIDENT AT A PRIVATE AIRSTRIP. THE FLIGHT REMAINED ON THE GROUND FOR A SHORT TIME THEN DEPARTED TO MAKE ANOTHER LANDING. DURING THE APPROACH, THE PILOT STATED THAT HE WAS LITTLE HIGH AND FAST. THE AIRPLANE TOUCHED DOWN LONG AND BOUNCED. THE PILOT APPLIED FULL POWER AND TURNED LEFT TOWARD LOWER TERRAIN; HOWEVER, THE AIRPLANE COLLIDED WITH TREES. THE PILOT REPORTED THAT THERE WERE NO MECHANICAL FAILURES OR MALFUNCTIONS WITH THE AIRPLANE AT THE TIME OF THE ACCIDENT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S DELAYING REMEDIAL ACTION AFTER A POOR LANDING APPROACH.

Findings

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

Findings

1. OBJECT - TREE(S)
2. (F) PLANNED APPROACH - POOR - PILOT IN COMMAND
3. (F) LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
4. (F) AIRSPEED - EXCESSIVE - PILOT IN COMMAND

5. (F) PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
6. (C) REMEDIAL ACTION - DELAYED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	36, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	December 5, 1989
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	707 hours (Total, all aircraft), 150 hours (Total, this make and model), 70 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELLANCA	Registration:	N57434
Model/Series:	7GCBC 7GCBC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	502-73
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 Unknown
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, activated	Engine Model/Series:	O-320
Registered Owner:	UNKNOWN	Rated Power:	150 Horsepower
Operator:	HARRIS, JOSEPH L	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:	Clear	Visibility	50 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	BOISE , ID (NONE)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	
Departure Time:	00:00 Local	Type of Airspace:	

Airport Information

Airport:	MILE HIGH	Runway Surface Type:	
Airport Elevation:	0 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 1 Minor	Latitude, Longitude:	43.709331,-116.180671(est)

Administrative Information

Investigator In Charge (IIC):	Eckrote, Debra
Additional Participating Persons:	JIM KIRBY; SALT LAKE CITY , UT
Original Publish Date:	November 23, 1992
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=41364

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](#).