



Aviation Investigation Final Report

Location:	KALISPELL, Montana	Accident Number:	SEA92LA099
Date & Time:	May 14, 1992, 17:24 Local	Registration:	CGEAF
Aircraft:	BELLANCA 8KCAB	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT STATED THAT HE ENCOUNTERED A WIND GUST DURING THE LANDING ROLLOUT AND, FEARING A GROUNDLOOP, INITIATED A GO-AROUND. HE ADDED FULL POWER, BUT DID NOT GAIN SUFFICIENT ALTITUDE TO CLEAR HANGARS AT THE END OF THE RUNWAY, SO HE TURNED RIGHT TO GAIN ALTITUDE OVER A HIGHWAY. THE TAIL OF THE AIRPLANE STRUCK A BASEBALL BACKSTOP, AND THE AIRPLANE IMPACTED THE GROUND, BOUNCING ON THE HIGHWAY AND COMING TO A STOP IN A COMMUNITY PARK ON THE FAR SIDE OF THE HIGHWAY. WITNESSES REPORTED THAT THE AIRPLANE MADE A GO-AROUND AND CONTINUED DRIFTING IN A NOSE-HIGH ATTITUDE UNTIL IT STALLED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO MAINTAIN ADEQUATE AIRSPEED DURING THE GO-AROUND.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: LANDING - ABORTED

Findings

1. (F) WEATHER CONDITION - GUSTS
2. (F) ABORTED LANDING - PERFORMED - PILOT IN COMMAND
3. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: LANDING - ABORTED

Factual Information

Pilot Information

Certificate:	Private	Age:	35, 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 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	August 21, 1991
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	181 hours (Total, all aircraft), 19 hours (Total, this make and model), 94 hours (Pilot In Command, all aircraft), 18 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELLANCA	Registration:	CGEAF
Model/Series:	8KCAB 8KCAB	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	17675
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	February 20, 1992 100 hour	Certified Max Gross Wt.:	1800 lbs
Time Since Last Inspection:	20 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2520 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	AEIO-320-E1B
Registered Owner:	MORGAN AIR SERVICE	Rated Power:	150 Horsepower
Operator:	MORGAN AIR SERVICE	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:	FCA ,2972 ft msl	Distance from Accident Site:	9 Nautical Miles
Observation Time:	17:54 Local	Direction from Accident Site:	355°
Lowest Cloud Condition:	Scattered / 7000 ft AGL	Visibility	40 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / 15 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	22°C / 2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	KALISPELL , MT (FCA)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	16:55 Local	Type of Airspace:	Class G

Airport Information

Airport:	KALISPELL CITY S27	Runway Surface Type:	Asphalt
Airport Elevation:	2932 ft msl	Runway Surface Condition:	Dry
Runway Used:	31	IFR Approach:	None
Runway Length/Width:	3600 ft / 60 ft	VFR Approach/Landing:	Go around

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:	48.190498,-114.379783(est)

Administrative Information

Investigator In Charge (IIC):	Stockhill, Michael
Additional Participating Persons:	JIM COONEY; HELENA , MT
Original Publish Date:	September 29, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=41677

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](#).