



Aviation Investigation Final Report

Location:	ARCO, Idaho	Accident Number:	SEA93LA038
Date & Time:	December 13, 1992, 16:30 Local	Registration:	N57659
Aircraft:	BELLANCA 7GCBC	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT OF THE BELLANCA 7GCBC MADE A SUCCESSFUL TOUCHDOWN ON A SNOW COVERED DIRT ROAD AFTER LOSING A SUBSTANTIAL AMOUNT OF OIL FROM A LEAKING CRANKSHAFT OIL SEAL. DURING THE LANDING ROLL, THE AIRCRAFT NOSED OVER WHEN IT ENCOUNTERED SNOW APPROXIMATELY ONE FOOT DEEP.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A LEAKING CRANKSHAFT OIL SEAL, AND SNOW ON THE LANDING AREA.

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: CRUISE

Findings

- 1. (C) LUBRICATING SYSTEM,OIL SEAL - LEAK

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: NOSE OVER
Phase of Operation: LANDING - ROLL

Findings

2. (C) TERRAIN CONDITION - SNOW COVERED

Factual Information

Pilot Information

Certificate:	Commercial	Age:	39, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	April 16, 1992
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1095 hours (Total, all aircraft), 425 hours (Total, this make and model), 1014 hours (Pilot In Command, all aircraft), 86 hours (Last 90 days, all aircraft), 17 hours (Last 30 days, all aircraft), 2.9 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELLANCA	Registration:	N57659
Model/Series:	7GCBC 7GCBC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Aerobatic; Normal	Serial Number:	624-74
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	May 1, 1992 Annual	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:	155 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-320-B
Registered Owner:	GREGORY L. POE	Rated Power:	150 Horsepower
Operator:	GREGORY L. POE	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:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-12°C / -13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	IDAHO FALLS , ID (IDA)	Type of Flight Plan Filed:	None
Destination:	NAMPA , ID (S67)	Type of Clearance:	None
Departure Time:	16:00 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	Dirt
Airport Elevation:		Runway Surface Condition:	Snow
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	43.650169,-113.279708(est)

Administrative Information

Investigator In Charge (IIC):	Anderson, Orrin
Additional Participating Persons:	CHARLES KNIPPLE; SALT LAKE CITY , UT
Original Publish Date:	September 14, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=42970

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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](#).