

National Transportation Safety Board
Washington, DC 20594

Brief of Accident

Adopted 02/12/1993

SEA90LA075
File No. 502 05/06/1990 POMEROY, WA Aircraft Reg No. N57514 Time (Local): 17:30 PDT

Make/Model: BELLANCA / 8KCAB
Engine Make/Model: LYCOMING / IO-320-E1A
Aircraft Damage: Substantial
Number of Engines: 1
Operating Certificate(s): None
Type of Flight Operation: Personal
Reg. Flight Conducted Under: Part 91: General Aviation

	Fatal	Serious	Minor/None
Crew	0	0	1
Pass	0	0	1

Last Depart. Point: LEWISTON , ID
Destination: Same as Accident/Incident Location
Airport Proximity: On Airport
Airport Name: FERREL FIELD
Runway Identification: 0
Runway Length/Width (Ft): 1600 / 50
Runway Surface: Grass/turf
Runway Surface Condition: Dry

Condition of Light: Day
Weather Info Src: Unknown
Basic Weather: Visual Conditions
Lowest Ceiling: None
Visibility: 40.00 SM
Wind Dir/Speed: 070 / 007 Kts
Temperature (°C): 27
Precip/Obscuration: None

Pilot-in-Command Age: 37

Flight Time (Hours)

Certificate(s)/Rating(s)
Private; Single-engine Land
Instrument Ratings
None

Total All Aircraft: 602
Last 90 Days: 61
Total Make/Model: 66
Total Instrument Time: 9

THE PILOT INITIATED A GO-AROUND FROM A WHEEL LANDING AFTER IT WAS SUGGESTED BY HIS PASSENGER. HE STATED THAT THE ENGINE LOST POWER AND HE LANDED IN A FIELD ADJACENT TO THE RUNWAY. THE AIRCRAFT FLIPPED ON ITS BACK AND WAS SUBSTANTIALLY DAMAGED. IT WAS ABOVE THE MAX GROSS WEIGHT AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

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Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: LANDING - ABORTED

Findings

1. (C) FUEL SYSTEM,FUEL CONTROL - LEAK
 2. (C) OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - PILOT IN COMMAND
 3. (F) AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
 4. (F) WEATHER CONDITION - HIGH DENSITY ALTITUDE
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Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

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

Findings

5. (F) TERRAIN CONDITION - CROP

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.

A MALFUNCTIONING FUEL INJECTION SYSTEM AND THE PILOT'S ATTEMPTED OPERATION ABOVE CERTIFICATED MAXIMUM GROSS WEIGHT WITH A KNOWN DEFICIENCY IN THIS EQUIPMENT.