

National Transportation Safety Board
Washington, DC 20594

Brief of Accident

Adopted 12/02/1994

SEA94LA090
File No. 450 03/24/1994 DRIGGS, ID Aircraft Reg No. N86807 Time (Local): 16:45 MST

Make/Model: BELLANCA / 8KCAB
Engine Make/Model: LYCOMING / O-360-C2A
Aircraft Damage: Substantial
Number of Engines: 1
Operating Certificate(s): None
Type of Flight Operation: Instructional
Reg. Flight Conducted Under: Part 91: General Aviation

	Fatal	Serious	Minor/None
Crew	0	0	2
Pass	0	0	0

Last Depart. Point: Same as Accident/Incident Location
Destination: Local Flight
Airport Proximity: On Airport
Airport Name: TETON PEAKS
Runway Identification: 21
Runway Length/Width (Ft): 5200 / 75
Runway Surface: Asphalt
Runway Surface Condition: Dry

Condition of Light: Day
Weather Info Src: Pilot
Basic Weather: Visual Conditions
Lowest Ceiling: 20000 Ft. AGL, Overcast
Visibility: 50.00 SM
Wind Dir/Speed: Calm
Temperature (°C): 7
Precip/Obscuration: None / None

Pilot-in-Command Age: 61
Certificate(s)/Rating(s)
Airline Transport; Flight Instructor; Commercial; Multi-engine Land; Single-engine Land
Instrument Ratings
Airplane

Flight Time (Hours)
Total All Aircraft: 7500
Last 90 Days: 3
Total Make/Model: 295
Total Instrument Time: 4299

DURING A LOCAL INSTRUCTIONAL FLIGHT, THE FLIGHT INSTRUCTOR TOOK OVER TO DEMONSTRATE A LANDING TO THE STUDENT. AFTER THE AIRPLANE TOUCHED DOWN, IT VEERED TO THE LEFT. THE FLIGHT INSTRUCTOR CORRECTED WITH RUDDER CONTROL; HOWEVER, THE AIRPLANE CONTINUED TO SWERVE UNTIL THE AIRPLANE CONTACTED A SNOW BANK ON THE SIDE OF THE RUNWAY.

Brief of Accident (Continued)

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Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
 3. (F) REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND
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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

4. TERRAIN CONDITION - SNOWBANK

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

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.
DIRECTIONAL CONTROL WAS NOT MAINTAINED. A FACTOR TO THE ACCIDENT WAS: INADEQUATE REMEDIAL ACTION.