

National Transportation Safety Board
Washington, DC 20594

Brief of Accident

Adopted 02/02/1998

SEA96FA133
File No. 1653 06/20/1996 POMEROY, WA Aircraft Reg No. N57514 Time (Local): 18:58 PDT

| | | | | | | | |
|------------------------------|---------------------------|-------|---|---------|---|------------|---|
| Make/Model: | Bellanca / 8KCAB | Fatal | 1 | Serious | 0 | Minor/None | 0 |
| Engine Make/Model: | Lycoming / IO-320-E1A | Crew | 0 | | | | |
| Aircraft Damage: | Destroyed | Pass | 0 | 0 | 0 | | |
| Number of Engines: | 1 | | | | | | |
| Operating Certificate(s): | None | | | | | | |
| Type of Flight Operation: | Personal | | | | | | |
| Reg. Flight Conducted Under: | Part 91: General Aviation | | | | | | |

Last Depart. Point: PASCO, WA
Destination: Same as Accident/Incident Location
Airport Proximity: Off Airport/Airstrip

Condition of Light: Day
Weather Info Src: Weather Observation Facility
Basic Weather: Visual Conditions
Lowest Ceiling: None
Visibility: 20.00 SM
Wind Dir/Speed: Calm
Temperature (°C): 21
Precip/Obscuration: None / None

Pilot-in-Command Age: 43

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

Flight Time (Hours)
Total All Aircraft: 1468
Last 90 Days: Unk/Nr
Total Make/Model: 256
Total Instrument Time: UnK/Nr

Witnesses observed the aircraft overfly the pilot's east-west turf landing strip traveling westbound at an estimated height of 50 feet above the runway in straight and level flight. The witnesses reported having seen the pilot arrive and overfly his airstrip in a similar fashion on previous occasions. The closest witness reported observing the aircraft 'passing the east end of the runway' and entering 'a steep climb' and then banking 'to the left in a steep diving turn' after which 'it leveled out and began a climb after a 270 degree turn.' The witness also reported that 'the only difference (he) noticed between this occasion and the many times (he) had seen this plane land in the past was the turn seemed to be tighter.' The aircraft impacted 25 degree upsloping terrain approximately 50 feet below the rim level at which his airstrip was situated. One propeller blade displayed 'S' bending deformation while the opposing blade displayed tip curl.

Brief of Accident (Continued)

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06/20/1996

POMEROY, WA

Aircraft Reg No. N57514

Time (Local): 18:58 PDT

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: MANEUVERING - TURN TO REVERSE DIRECTION

Findings

1. (F) TERRAIN CONDITION - RISING
2. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

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

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

The pilot's failure to maintain adequate clearance with the surrounding terrain while maneuvering to land. A factor was the rising terrain conditions.