



National Transportation Safety Board Aviation Accident Final Report

Location:	EIELSON AFB, AK	Accident Number:	ANC90LA107
Date & Time:	07/01/1990, 1215 AKD	Registration:	N8927
Aircraft:	BELLANCA 7GCBC	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

THE CFI WAS GIVING RECURRENT INSTRUCTION TO A LICENSED PILOT IN SEA PLANE OPERATIONS. HE SAID THAT THEY TOUCHED DOWN TOO CLOSE TO THE SHORELINE, AND THAT HE (THE CFI) WAS UNABLE TO STOP THE AIRPLANE OR MANEUVER IT AWAY FROM THE SHORE BEFORE STRIKING TREES.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE CFI'S FAILURE TO TAKE TIMELY ACTION WHEN THE DUAL STUDENT DID NOT ATTAIN A PROPER TOUCH DOWN POINT.

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

1. (F) PROPER TOUCHDOWN POINT - NOT ATTAINED - DUAL STUDENT
2. (C) REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)

Factual Information

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	33, Male
Airplane Rating(s):	Single-engine Land; Single-engine Sea	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	04/22/1990
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	532 hours (Total, all aircraft), 40 hours (Total, this make and model), 500 hours (Pilot In Command, all aircraft), 44 hours (Last 90 days, all aircraft), 18 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELLANCA	Registration:	N8927
Model/Series:	7GCBC 7GCBC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	482-73
Landing Gear Type:	Float	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1800 lbs
Time Since Last Inspection:	0 Hours	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-320
Registered Owner:	WILLIAM H. CLEVELAND	Rated Power:	150 hp
Operator:	EIELSON AFB AERO CLUB	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	7 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Light and Variable /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	29° C / -18° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	Company VFR
Destination:		Type of Clearance:	None
Departure Time:	1125 ADT	Type of Airspace:	

Airport Information

Airport:	BLAIR LAKES (NONE)	Runway Surface Type:	Water
Airport Elevation:	850 ft	Runway Surface Condition:	Water--glassy
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	JAMES D LA BELLE	Report Date:	02/12/1993
Additional Participating Persons:			
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).