



National Transportation Safety Board Aviation Accident Data Summary

Location:	EIELSON AFB, AK	Accident Number:	ANC90LA107
Date & Time:	07/01/1990, 1215 AKD	Registration:	N8927
Aircraft:	BELLANCA 7GCBC	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

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)

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	33
Airplane Rating(s):	Single-engine Land; Single-engine Sea	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Single-engine; Instrument Airplane
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	Engines:	1 Reciprocating
Operator:	EIELSON AFB AERO CLUB	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	O-320
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Witness
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	Light and Variable / ,
Temperature:	29° C	Visibility	7 Miles
Precipitation and Obscuration:			
Departure Point:	Destination:		

Airport Information

Airport:	BLAIR LAKES (NONE)	Runway Surface Type:	Water
Runway Used:	0	Runway Surface Condition:	Water--glassy
Runway Length/Width:			

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):	JAMES D LA BELLE	Adopted Date:	02/12/1993
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.