



# Aviation Investigation Final Report

|                                |   |                         |             |
|--------------------------------|---|-------------------------|-------------|
| <b>Location:</b>               | Lincoln, California                       | <b>Accident Number:</b> | GAA19CA228  |
| <b>Date &amp; Time:</b>        | April 28, 2019, 11:30 Local               | <b>Registration:</b>    | N5046E      |
| <b>Aircraft:</b>               | Bellanca 7GCAA                            | <b>Aircraft Damage:</b> | Substantial |
| <b>Defining Event:</b>         | Loss of control on ground                 | <b>Injuries:</b>        | 2 None      |
| <b>Flight Conducted Under:</b> | Part 91: General aviation - Instructional |                         |             |

## Analysis

The pilot, who was receiving tailwheel instruction, reported that, following a three-point landing, he raised the tail to initiate a go-around, but the wind shifted from a left quartering headwind to a left quartering tailwind. The airplane veered left, and the pilot added right rudder and aileron to correct. The airplane continued to veer left and then exited the runway onto tall grass and rough terrain. The instructor took the flight controls and aborted the go-around, and the left wing and elevator impacted the far side of a trench.

The airplane sustained substantial damage to the left wing and elevator.

The instructor reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

The airport's automated weather observation station reported that, about 5 minutes before the accident, the wind was from 240° at 3 knots and that, about 35 minutes after the accident, the wind was calm. The pilot landed the airplane on runway 15.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot receiving instruction's failure to maintain directional control during landing, which resulted in an attempted go-around and collision with a trench, and the flight instructor's delayed remedial action during the landing.

## Findings

|                             |   |
|-----------------------------|---|
| <b>Aircraft</b>             | Directional control - Not attained/maintained |
| <b>Personnel issues</b>     | Aircraft control - Student/instructed pilot   |
| <b>Personnel issues</b>     | Delayed action - Instructor/check pilot       |
| <b>Environmental issues</b> | Rough terrain - Effect on operation           |

## Factual Information

### History of Flight

|                      |  |
|----------------------|--|
| Landing-landing roll | Loss of control on ground (Defining event) |
| Landing-landing roll | Attempted remediation/recovery             |
| Landing-landing roll | Runway excursion                           |
| Landing-landing roll | Collision with terr/obj (non-CFIT)         |

### Pilot Information

|                           |   |                                   |                  |
|---------------------------|---|-----------------------------------|------------------|
| Certificate:              | Commercial; Flight instructor   | Age:                              | 26,Female        |
| Airplane Rating(s):       | Single-engine land  | Seat Occupied:                    | Front            |
| Other Aircraft Rating(s): | None  | Restraint Used:                   | Unknown          |
| Instrument Rating(s):     | Airplane  | Second Pilot Present:             | Yes              |
| Instructor Rating(s):     | Airplane single-engine  | Toxicology Performed:             | No               |
| Medical Certification:    | Class 3 Without waivers/limitations   | Last FAA Medical Exam:            | October 4, 2016  |
| Occupational Pilot:       | Yes   | Last Flight Review or Equivalent: | October 14, 2018 |
| Flight Time:              | (Estimated) 350 hours (Total, all aircraft), 12 hours (Total, this make and model), 300 hours (Pilot In Command, all aircraft), 25 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft) |                                   |                  |

### Flight instructor Information

|                           |   |                                   |                   |
|---------------------------|---|-----------------------------------|-------------------|
| Certificate:              | Airline transport; Commercial; Flight instructor; Military  | Age:                              | 56,Male           |
| Airplane Rating(s):       | Single-engine land; Single-engine sea; Multi-engine land  | Seat Occupied:                    | Rear              |
| Other Aircraft Rating(s): | None  | Restraint Used:                   | Unknown           |
| Instrument Rating(s):     |   | Second Pilot Present:             | Yes               |
| Instructor Rating(s):     | Airplane multi-engine; Airplane single-engine; Instrument airplane  | Toxicology Performed:             | No                |
| Medical Certification:    | Class 1 Without waivers/limitations   | Last FAA Medical Exam:            | November 29, 2018 |
| Occupational Pilot:       | No  | Last Flight Review or Equivalent: |                   |
| Flight Time:              | (Estimated) 9000 hours (Total, all aircraft), 32 hours (Total, this make and model), 8500 hours (Pilot In Command, all aircraft), 70 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft) |                                   |                   |

## Aircraft and Owner/Operator Information

|                                      |                                |                                       |                 |
|--------------------------------------|--------------------------------|---------------------------------------|-----------------|
| <b>Aircraft Make:</b>                | Bellanca                       | <b>Registration:</b>                  | N5046E          |
| <b>Model/Series:</b>                 | 7GCAA                          | <b>Aircraft Category:</b>             | Airplane        |
| <b>Year of Manufacture:</b>          | 1979                           | <b>Amateur Built:</b>                 |                 |
| <b>Airworthiness Certificate:</b>    | Normal                         | <b>Serial Number:</b>                 | 380-79          |
| <b>Landing Gear Type:</b>            | Tailwheel                      | <b>Seats:</b>                         | 2               |
| <b>Date/Type of Last Inspection:</b> | July 12, 2018 100 hour         | <b>Certified Max Gross Wt.:</b>       | 1650 lbs        |
| <b>Time Since Last Inspection:</b>   |                                | <b>Engines:</b>                       | 1 Reciprocating |
| <b>Airframe Total Time:</b>          | 5500 Hrs as of last inspection | <b>Engine Manufacturer:</b>           | Lycoming        |
| <b>ELT:</b>                          | Installed, not activated       | <b>Engine Model/Series:</b>           | O-320           |
| <b>Registered Owner:</b>             |                                | <b>Rated Power:</b>                   | 150 Horsepower  |
| <b>Operator:</b>                     |                                | <b>Operating Certificate(s) Held:</b> | None            |

## Meteorological Information and Flight Plan

|   |                                  |   |                  |
|---|----------------------------------|---|------------------|
| <b>Conditions at Accident Site:</b>     | Visual (VMC)                     | <b>Condition of Light:</b>                  | Day              |
| <b>Observation Facility, Elevation:</b> | KLHM, 122 ft msl                 | <b>Distance from Accident Site:</b>         | 0 Nautical Miles |
| <b>Observation Time:</b>                | 18:35 Local                      | <b>Direction from Accident Site:</b>        | 119°             |
| <b>Lowest Cloud Condition:</b>          | Clear                            | <b>Visibility</b>                           | 10 miles         |
| <b>Lowest Ceiling:</b>                  | None                             | <b>Visibility (RVR):</b>                    |                  |
| <b>Wind Speed/Gusts:</b>                | /                                | <b>Turbulence Type Forecast/Actual:</b>     | None / None      |
| <b>Wind Direction:</b>                  |                                  | <b>Turbulence Severity Forecast/Actual:</b> | N/A / N/A        |
| <b>Altimeter Setting:</b>               | 29.84 inches Hg                  | <b>Temperature/Dew Point:</b>               | 19°C / 10°C      |
| <b>Precipitation and Obscuration:</b>   | No Obscuration; No Precipitation |   |                  |
| <b>Departure Point:</b>                 | Auburn, CA (KAUN)                | <b>Type of Flight Plan Filed:</b>           | None             |
| <b>Destination:</b>                     | Lincoln, CA (LHM )               | <b>Type of Clearance:</b>                   | None             |
| <b>Departure Time:</b>                  | 11:00 Local                      | <b>Type of Airspace:</b>                    | Class G          |

## Airport Information

|                             |                                    |                                  |                                       |
|-----------------------------|------------------------------------|----------------------------------|---------------------------------------|
| <b>Airport:</b>             | Lincoln Rgnl/Karl Harder Field LHM | <b>Runway Surface Type:</b>      | Asphalt                               |
| <b>Airport Elevation:</b>   | 121 ft msl                         | <b>Runway Surface Condition:</b> | Dry                                   |
| <b>Runway Used:</b>         | 15                                 | <b>IFR Approach:</b>             | None                                  |
| <b>Runway Length/Width:</b> | 6001 ft / 100 ft                   | <b>VFR Approach/Landing:</b>     | Go around;Stop and go;Traffic pattern |

## Wreckage and Impact Information

|                            |        |                             |                            |
|----------------------------|--------|-----------------------------|----------------------------|
| <b>Crew Injuries:</b>      | 2 None | <b>Aircraft Damage:</b>     | Substantial                |
| <b>Passenger Injuries:</b> |        | <b>Aircraft Fire:</b>       | None                       |
| <b>Ground Injuries:</b>    | N/A    | <b>Aircraft Explosion:</b>  | None                       |
| <b>Total Injuries:</b>     | 2 None | <b>Latitude, Longitude:</b> | 38.909168,-121.351387(est) |

## Administrative Information

|  |   |
|--|---|
| <b>Investigator In Charge (IIC):</b>     | Gutierrez, Eric   |
| <b>Additional Participating Persons:</b> | Kevin Sullivan; FAA; Sacramento, CA   |
| <b>Original Publish Date:</b>            | March 20, 2020  |
| <b>Note:</b>                             | This accident report documents the factual circumstances of this accident as described to the NTSB.   |
| <b>Investigation Docket:</b>             | <a href="https://data.nts.gov/Docket?ProjectID=99335">https://data.nts.gov/Docket?ProjectID=99335</a> |

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