



Aviation Investigation Factual Report

Location:	Milton, Florida	Accident Number:	MIA02LA055
Date & Time:	January 22, 2002, 15:00 Local	Registration:	N41686
Aircraft:	Bellanca 7KCAB	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Factual Information

On January 22, 2002, about 1500 central standard time, a Bellanca 7KCAB, N41686, registered to Gold Wings Limited, experienced a loss of control during the landing roll at Peter Prince Field Airport, Milton, Florida. Visual meteorological conditions prevailed at the time and no flight plan was filed for the 14 CFR Part 91 personal flight. The airplane was substantially damaged and the commercial-rated pilot and a pilot-rated passenger were not injured. The flight originated about 45 minutes earlier from Peter Prince Field Airport.

The pilot stated that after takeoff the flight returned after flying uneventfully for about 1/2 hour with the intention of performing touch-and-go landings. The windsock indicated that the wind was light and variable and the flight entered right traffic for runway 18. He noted that the first indication of a problem was evident upon rolling out on final approach; the airplane was drifting to the right. He rechecked the windsock and confirmed a light wind nearly aligned with the runway. He later stated that it felt like the airplane was skidding which was confirmed by the turn and bank indicator which was indicating the ball being fully deflected to the left even though no right rudder pedal input was applied by him. At that point he changed from doing touch-and-go landings to a full-stop landing and performed a go-around and reentered the traffic pattern for runway 18. He performed a second go-around due to the approach being, "similarly uncomfortable" and again reentered the traffic pattern for runway 18. He reported that during the third approach he had full left rudder pedal input and nearly full left aileron inputs applied and was, "...able to keep wings level and fly fairly straight down the runway." He also reported that left rudder pedal input did not appear to have any effect. He performed a wheel landing momentarily then after the tail wheel contacted the runway, the airplane "immediately" swerved violently to the right and departed the runway into the grass. The airplane ground looped and came to rest with the empennage elevated.

Postaccident examination of the rudder flight control system revealed the left rudder cable was off the pulley and "light hand pull on cable allows lateral deflection of one to two inches." The rudder control surface and the tailwheel were free to move, no binding was noted in the rudder flight control system. Both rudder return springs were not failed and there was no failure of either rudder flight control cable.

Review of the maintenance records of the airplane revealed that the airplane was inspected last in accordance with an annual inspection that was signed off on November 24, 2001. The airplane had accumulated approximately 22 hours since the inspection at the time of the accident. Further review of the maintenance records revealed an entry dated May 17, 1995, indicating that the airplane was restored between December 1991, and May 1995. There was no record of work performed to the rudder flight control system in the last 5 years. Review of the airplane Service Manual revealed in part rudder cable tension is checked during a 100-Hour, 500-Hour, and 1,000-Hour inspections. A copy of the Service Manual is an attachment to

this report.

Pilot Information

Certificate:	Commercial	Age:	71, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	March 15, 2001
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	March 18, 2001
Flight Time:	4000 hours (Total, all aircraft), 74 hours (Total, this make and model), 3900 hours (Pilot In Command, all aircraft), 4 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Bellanca	Registration:	N41686
Model/Series:	7KCAB	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Aerobatic; Normal	Serial Number:	398-73
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	November 24, 2001 Annual	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:	22 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	IO-320-E2A
Registered Owner:	Gold Wings Ltd.	Rated Power:	150 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KNSE,200 ft msl	Distance from Accident Site:	6 Nautical Miles
Observation Time:	14:55 Local	Direction from Accident Site:	345°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Overcast / 1500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	11 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.17 inches Hg	Temperature/Dew Point:	20°C / 16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Milton, FL (2R4)	Type of Flight Plan Filed:	None
Destination:	(2R4)	Type of Clearance:	None
Departure Time:	14:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	Peter Prince Field Airport 2R4	Runway Surface Type:	Asphalt
Airport Elevation:	82 ft msl	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	Unknown
Runway Length/Width:	3700 ft / 75 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	30.6375,-86.993614

Administrative Information

Investigator In Charge (IIC): Monville, Timothy

Additional Participating Persons: Mike Mitchell; FAA FSDO; Birmingham, AL

Report Date: August 16, 2002

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=54103>

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