



Aviation Investigation Final Report

Location:	East Haddam, Connecticut	Accident Number:	ERA22LA336
Date & Time:	July 17, 2022, 20:20 UTC	Registration:	N8680V
Aircraft:	Bellanca 7KCAB	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

On the final flight of the evening, after performing six previous flights, all of which were uneventful, the pilot took a passenger up for a final flight in calm wind conditions. After the flight that lasted about 10 minutes, he returned to land. During landing, the touchdown felt “good”, but the airplane began to veer to the left and he reacted too slowly. He attempted to correct with right rudder, then added power to abort the landing but the airplane continued to turn left and departed the runway surface. During the runway excursion the right landing gear separated and the right wing impacting the ground resulting in substantial damage to the airframe. The pilot reported that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

Probable Cause and Findings

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

The pilot's failure to maintain directional control during the landing.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-aborted after touchdown	Runway excursion

Pilot Information

Certificate:	Private	Age:	56, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	5-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	January 15, 2021
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 1300 hours (Total, all aircraft), 47 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Bellanca	Registration:	N8680V
Model/Series:	7KCAB	Aircraft Category:	Airplane
Year of Manufacture:	1975	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	513-75
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	September 28, 2021 Annual	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:	4250 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4200 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed	Engine Model/Series:	IO-320
Registered Owner:	On file	Rated Power:	150 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Dusk
Observation Facility, Elevation:	SNC,417 ft msl	Distance from Accident Site:	4 Nautical Miles
Observation Time:	20:15 Local	Direction from Accident Site:	212°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.03 inches Hg	Temperature/Dew Point:	24°C / 22°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	East Haddam, CT	Type of Flight Plan Filed:	None
Destination:	East Haddam, CT	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	GOODSPEED 42B	Runway Surface Type:	Asphalt
Airport Elevation:	9 ft msl	Runway Surface Condition:	Dry
Runway Used:	32	IFR Approach:	None
Runway Length/Width:	2120 ft / 50 ft	VFR Approach/Landing:	Full stop;Straight-in

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	41.445654,-72.455642

Administrative Information

Investigator In Charge (IIC):	Mccarter, Lawrence
Additional Participating Persons:	David R. Carreau; FAA FSDO (Bradley); Enfield, CT
Original Publish Date:	March 2, 2023
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=105581

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).