



# Aviation Investigation Final Report

<b>Location:</b>	CODY, Wyoming	<b>Accident Number:</b>	DEN83LA169
<b>Date &amp; Time:</b>	July 19, 1983, 21:15 Local	<b>Registration:</b>	N88399
<b>Aircraft:</b>	BELLANCA 7GCBC	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE ACFT GROUNDLOOPED DURING LANDING AND DAMAGED THE LANDING GEAR. THE PILOT HAD 80 HOURS IN TAILWHEEL ACFT BUT ONLY 1.6IN THE ACCIDENT MAKE AND MODEL. THE LANDING WAS ON RWY 22 AND THE WIND WAS FROM 130 DEGREES AT 10 TO 12 KTS. THE PLT SLIPPED THE ACFT ON FINAL APPROACH AND MADE A FULL STALL FLARE AND TOUCHDOWN. AFTER TOUCHDOWN THE WIND PICKED UP THE LEFT WING AND THE ACFT TURNED LEFT. DURING THE TURN THE RIGHT MAIN GEAR SEPARATED FROM THE ACFT. THE PLT SAID HE WAS NOTFAMILIAR WITH THE BRAKES AND MAY HAVE INADVERTANTLY APPLIED ONE OF THE BRAKES.

## Probable Cause and Findings

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

### Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

#### Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. (C) GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

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Occurrence #2: MAIN GEAR COLLAPSED

Phase of Operation: LANDING - ROLL

Findings

5. (F) LANDING GEAR,MAIN GEAR - OVERLOAD
6. (F) LANDING GEAR,MAIN GEAR - SEPARATION

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	38, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Center
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	June 7, 1982
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	453 hours (Total, all aircraft), 2 hours (Total, this make and model), 340 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BELLANCA	<b>Registration:</b>	N88399
<b>Model/Series:</b>	7GCBC 7GCBC	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	777-75
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	February 28, 1983 100 hour	<b>Certified Max Gross Wt.:</b>	1650 lbs
<b>Time Since Last Inspection:</b>	53 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	676 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	0320-A2D
<b>Registered Owner:</b>	CHRISTENSEN ENTERPRISES, INC.	<b>Rated Power:</b>	150 Horsepower
<b>Operator:</b>	MCCUE FLYING SERVICE	<b>Operating Certificate(s) Held:</b>	On-demand air taxi (135)
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Dusk
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	50 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	10 knots / 12 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	130°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	26°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	20:15 Local	<b>Type of Airspace:</b>	Airport advisory area

## Airport Information

<b>Airport:</b>	FAUST REGIONAL COD	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	5089 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	22	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	7100 ft / 100 ft	<b>VFR Approach/Landing:</b>	Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 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>	1 None	<b>Latitude, Longitude:</b>	44.510314,-109.049812(est)

## Administrative Information

**Investigator In Charge (IIC):**      Winningham, Fred

**Additional Participating  
Persons:**

**Original Publish Date:**

**Last Revision Date:**

**Investigation Class:**            [Class](#)

**Note:**

**Investigation Docket:**          <https://data.nts.gov/Docket?ProjectID=16119>

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