



Aviation Investigation Final Report

Location:	ELBERT, Colorado	Accident Number:	DEN83LA176
Date & Time:	July 24, 1983, 15:00 Local	Registration:	N8626V
Aircraft:	BELLANCA 7GCAA	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE ACFT ENGINE QUIT WHILE THE PLT WAS PERFORMING AEROBATICS, AN AIRSTART WAS UNSUCCESSFUL AND A FORCED LANDING WAS MADE IN AN OPEN FIELD SURROUNDED BY TREES. DURING THE LANDING ONE WING HIT A TREE CAUSING THE ACFT TO VEER INTO A CREEK. THE PLT SAID HE HAD TAKEN OFF WITH TANKS HALF FULL OF FUEL. INVESTIGATION OF THE ACFT SHOWED WATER IN THE FUEL AND IN THE FUEL SYSTEM. ALSO A SPLIT SEAL WAS FOUND ON THE FUEL CAP OF THE RIGHT TANK. THE ACFT WAS NOT HANGERED AND THERE HAD BEEN HEAVY RAIN FOR THE TWO DAYS BEFORE THE ACCIDENT.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: MANEUVERING

Findings

1. (C) FLUID,FUEL - WATER
2. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. (C) FUEL SYSTEM,CAP - IMPROPER

Occurrence #2: FORCED LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

4. (F) OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Commercial	Age:	33, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Center
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):		Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	July 20, 1983
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	615 hours (Total, all aircraft), 150 hours (Total, this make and model), 534 hours (Pilot In Command, all aircraft), 120 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELLANCA	Registration:	N8626V
Model/Series:	7GCAA 7GCAA	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Aerobatic	Serial Number:	321-75
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	June 13, 1983 Annual	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:	52 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1180 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated	Engine Model/Series:	O-320-A2D
Registered Owner:	WINGS OF DENVER FLYING CLUB	Rated Power:	150 Horsepower
Operator:		Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	135°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	27°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ENGLEWOOD , CO (APA)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	14:30 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	39.219036,-104.529922(est)

Administrative Information

Investigator In Charge (IIC): Feith, Gregory

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=16126>

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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](#).