



Aviation Investigation Final Report

Location:	GREELEY, Colorado	Accident Number:	DEN88LA085
Date & Time:	March 21, 1988, 17:15 Local	Registration:	N8929
Aircraft:	BELLANCA 7GCAA	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

THE CFI RATED PLT AND HIS CFI RATED PASSENGER WERE PRACTICING TOUCH AND GO LANDINGS. THE PLT REPORTED THAT THE WINDS WERE LIGHT AND VARIABLE. THE PLT REPORTED THAT THE TAIL WHEEL CHATTERED DURING THE LAST TOUCHDOWN, AND THE AIRCRAFT SWERVED TO THE LEFT. THE PLT ADDED SOME RIGHT RUDDER WHICH DID NOT HELP. THE PLT ADDED RIGHT BRAKE. THE AIRCRAFT SWERVED TO THE RIGHT AND CONTROL WAS LOST. THE AIRCRAFT GROUND LOOPED TO THE RIGHT, DAMAGING THE LEFT MAIN GEAR AND COLLAPSING THE TAIL WHEEL.

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 - ROLL

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2: TAIL GEAR COLLAPSED

Phase of Operation: LANDING - ROLL

Findings

3. LANDING GEAR, TAILWHEEL - OVERLOAD

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	46, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	December 14, 1987
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	914 hours (Total, all aircraft), 14 hours (Total, this make and model), 740 hours (Pilot In Command, all aircraft), 193 hours (Last 90 days, all aircraft), 9 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELLANCA	Registration:	N8929
Model/Series:	7GCAA 7GCAA	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	255-73
Landing Gear Type:	Tailwheel	Seats:	3
Date/Type of Last Inspection:	March 28, 1987 Annual	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:	67 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1264 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320-A2B
Registered Owner:	AIR LINK TRAINING CENTER	Rated Power:	150 Horsepower
Operator:		Operating Certificate(s) Held:	None
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	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(GXY)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	16:45 Local	Type of Airspace:	Class G

Airport Information

Airport:	GREELEY-WELD CO. GXY	Runway Surface Type:	Asphalt
Airport Elevation:	4658 ft msl	Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	7035 ft / 75 ft	VFR Approach/Landing:	Touch and go

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:	40.440982,-104.66925(est)

Administrative Information

Investigator In Charge (IIC):	Collins, Robert
Additional Participating Persons:	ROGER RIGGINS; AURORA , CO
Original Publish Date:	April 25, 1989
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=17460

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).