



Aviation Investigation Final Report

Location:	YUMA, Arizona	Accident Number:	LAX87LA011
Date & Time:	October 6, 1986, 15:30 Local	Registration:	N8727V
Aircraft:	BELLANCA 7KCAB	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

A BELLANCA 7KCAB LOST CONTROL AND VEERED OFF RWY 16. THE CFI INDICATED THAT THE AIRCRAFT VEERED RIGHT DURING LANDING ROLL. THE STUDENT PILOT APPLIED LEFT PEDAL AND THE AIRCRAFT SWUNG LEFT AND GROUND LOOPED. THE AIRCRAFT DROPPED OFF THE RWY SHOULDER, BREAKING A GEAR STRUT. THEN THE RIGHT MAIN GEAR COLLAPSED, SUBSEQUENTLY DAMAGING THE RIGHT WING SPAR. THE CFI ALSO INDICATED THAT THERE WERE NO MECHANICAL FAILURES OR MALFUNCTIONS PRIOR TO 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 CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
2. (C) REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
3. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2: MAIN GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings

4. LANDING GEAR,MAIN GEAR - OVERLOAD

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	60, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	October 17, 1985
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	3550 hours (Total, all aircraft), 23 hours (Total, this make and model), 3472 hours (Pilot In Command, all aircraft), 77 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELLANCA	Registration:	N8727V
Model/Series:	7KCAB 7KCAB	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Aerobatic; Normal	Serial Number:	525-75
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	May 30, 1986 Annual	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:	20 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1348 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	AEIO-320-E2B
Registered Owner:	SUN WESTERN FLYERS	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:	YUM ,213 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	14:55 Local	Direction from Accident Site:	17°
Lowest Cloud Condition:	Scattered / 4000 ft AGL	Visibility	7 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	33°C / 11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	YUMA , AZ (YUM)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	13:15 Local	Type of Airspace:	Class G

Airport Information

Airport:	YUMA AUX. FLD. 4	Runway Surface Type:	Asphalt
Airport Elevation:	163 ft msl	Runway Surface Condition:	Dry
Runway Used:	16	IFR Approach:	None
Runway Length/Width:	2900 ft	VFR Approach/Landing:	Touch and go;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	31.999149,-111.930755(est)

Administrative Information

Investigator In Charge (IIC):	Wilcox, Thomas
Additional Participating Persons:	BRIAN M CALENDINE; SCOTTSDALE , AZ
Original Publish Date:	March 10, 1988
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=25451

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](#).