



Aviation Investigation Final Report

Location:	PHOENIX, Arizona	Accident Number:	LAX89LA065
Date & Time:	December 18, 1988, 15:48 Local	Registration:	N36627
Aircraft:	BELLANCA 7KCAB	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT LOST CONTROL DURING THE LANDING ROLL AND COLLIDED WITH A FENCE. HE REPORTED THAT HE WAS COMPLETING HIS LANDING ROLL ON RUNWAY 25L, WHEN THE AIRCRAFT WAS BLOWN SIDWAYS BY A GUST OF WIND. HE STATED THAT HE THEN APPLIED POWER TO AVOID A GROUND LOOP. WHEN POWER WAS APPLIED THE AIRCRAFT BECAME AIRBORNE AND FLEW DOWNWIND ACROSS RUNWAY 25R AND OVER AN AIRPORT BOUNDARY FENCE. THE AIRCRAFT COLLIDED WITH THE TOP OF THE FENCE AND THEN NOSED DOWN AND COLLIDED WITH A BUSH. THE AIRCRAFT CAME TO REST 150 FT NORTH OF THE AIRPORT FENCE. THE WINDS WERE REPORTED TO BE FROM 230 DEGREES AT 8 KNOTS. THERE WERE NO REPORTED MECHANICAL FAILURES OR MALFUNCTIONS OF THE AIRCRAFT.

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. (F) WEATHER CONDITION - GUSTS

2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND(CFI)
3. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND(CFI)
4. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

5. (F) OBJECT - FENCE

Factual Information

Pilot Information

Certificate:	Private	Age:	51, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	December 2, 1986
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	328 hours (Total, all aircraft), 22 hours (Total, this make and model), 253 hours (Pilot In Command, all aircraft), 18 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELLANCA	Registration:	N36627
Model/Series:	7KCAB 7KCAB	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Aerobatic	Serial Number:	392-73
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	August 5, 1988 Annual	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:	37 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1232 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-320-E2A
Registered Owner:	ROBERT W RODGERS	Rated Power:	150 Horsepower
Operator:	PIERSON, LOUIS A.	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:	DVT ,1475 ft msl	Distance from Accident Site:	
Observation Time:	15:49 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 18000 ft AGL	Visibility	4 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	13:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	DEER VALLEY DVT	Runway Surface Type:	Asphalt
Airport Elevation:	1475 ft msl	Runway Surface Condition:	Dry
Runway Used:	25L	IFR Approach:	None
Runway Length/Width:	8200 ft / 100 ft	VFR Approach/Landing:	

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:	33.679149,-112.090431(est)

Administrative Information

Investigator In Charge (IIC):	Isbell, Shelby
Additional Participating Persons:	ARLEN ALLEN; SCOTTSDALE , AZ
Original Publish Date:	January 4, 1990
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=26309

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](#).