



Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | SONOMA, California | Accident Number: | LAX90LA018 |
| Date & Time: | October 29, 1989, 14:30 Local | Registration: | N53893 |
| Aircraft: | BELLANCA 7ECA | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 2 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

THE PILOT LANDED HIS AIRCRAFT ON RUNWAY 34, AFTER HE OBSERVED THE WINDS FROM 340. ACCORDING TO THE PILOT, THE WINDS 'APPEARED TO SHIFT' CAUSING A LOSS OF CONTROL AND A SUBSEQUENT GROUND LOOP OF THE AIRCRAFT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FAILURE OF THE PILOT TO MAINTAIN DIRECTIONAL CONTROL DURING THE LANDING ROLL.

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. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Factual Information

Pilot Information

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|----------------------------------|---|--|----------------|
| Certificate: | Private | Age: | 34,Male |
| Airplane Rating(s): | Single-engine land | Seat Occupied: | Unknown |
| Other Aircraft Rating(s): | None | Restraint Used: | |
| Instrument Rating(s): | None | Second Pilot Present: | No |
| Instructor Rating(s): | | Toxicology Performed: | No |
| Medical Certification: | Class 3 Valid Medical--no waivers/lim. | Last FAA Medical Exam: | March 15, 1989 |
| Occupational Pilot: | UNK | Last Flight Review or Equivalent: | |
| Flight Time: | 173 hours (Total, all aircraft), 131 hours (Total, this make and model), 102 hours (Pilot In Command, all aircraft), 8 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--------------------------|---------------------------------------|-----------------|
| Aircraft Make: | BELLANCA | Registration: | N53893 |
| Model/Series: | 7ECA 7ECA | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | | Serial Number: | 1140-76 |
| Landing Gear Type: | Tailwheel | Seats: | 2 |
| Date/Type of Last Inspection: | Unknown | Certified Max Gross Wt.: | 1640 lbs |
| Time Since Last Inspection: | 0 Hrs | Engines: | 1 Reciprocating |
| Airframe Total Time: | | Engine Manufacturer: | LYCOMING |
| ELT: | Installed, not activated | Engine Model/Series: | O-235-C1 |
| Registered Owner: | AMELIA REID AVIATION | Rated Power: | 115 Horsepower |
| Operator: | | Operating Certificate(s) Held: | None |
| Operator Does Business As: | | Operator Designator Code: | |

Meteorological Information and Flight Plan

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|----------------------------------|----------------------------------|---|---------------|
| 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 | 30 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | 8 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 340° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | | Temperature/Dew Point: | -18°C / -18°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | SAN JOSE (RHV) | Type of Flight Plan Filed: | None |
| Destination: | (0Q3) | Type of Clearance: | None |
| Departure Time: | 13:30 Local | Type of Airspace: | |

Airport Information

| | | | |
|----------------------|-------------------|---------------------------|-----------|
| Airport: | SONOMA VALLEY 0Q3 | Runway Surface Type: | Asphalt |
| Airport Elevation: | 10 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 34 | IFR Approach: | None |
| Runway Length/Width: | 2240 ft / 50 ft | VFR Approach/Landing: | Full stop |

Wreckage and Impact Information

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|---------------------|--------|-------------------------|----------------------------|
| 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: | 38.240142,-122.460296(est) |

Administrative Information

Investigator In Charge (IIC): Wall, James

Additional Participating Persons: STEVEN LEEPER; OAKLAND , CA

Original Publish Date: July 22, 1992

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=26674>

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](#).