



Aviation Investigation Final Report

Location:	LAS VEGAS, Nevada	Accident Number:	LAX92LA320
Date & Time:	July 28, 1992, 15:04 Local	Registration:	N88212
Aircraft:	BELLANCA 7KCAB	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

THE INSTRUCTOR PILOT SAID THE STUDENT WAS MAKING THE LANDING AND WAS COMPENSATING FOR A CROSS WIND CONDITION. THE STUDENT SUDDENLY NEUTRALIZED THE CONTROLS AFTER TOUCHDOWN, AND, WHEN THE WIND BEGAN TO PICK UP THE RIGHT WING, REAPPLIED THE RIGHT AILERON AND LEFT RUDDER CORRECTION. ACCORDING TO BOTH OF THE PILOT'S STATEMENTS, THE STUDENT APPLIED FULL LEFT RUDDER AND THE AIRCRAFT GROUND LOOPED OFF THE LEFT SIDE OF THE RUNWAY, STRIKING SOME RUNWAY LIGHT FIXTURES. THE INSTRUCTOR SAID THAT SHE COULD NOT OVERCOME THE STUDENTS CONTROL INPUTS TO CORRECT THE SITUATION BEFORE THE AIRCRAFT GROUND LOOPED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE LOSS OF DIRECTIONAL CONTROL DUE TO THE STUDENTS EXCESSIVE USE OF THE RUDDER CONTROLS, AND, THE INSTRUCTORS INADEQUATE SUPERVISION OF THE FLIGHT.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. WEATHER CONDITION - CROSSWIND

2. (C) RUDDER - IMPROPER USE OF - DUAL STUDENT
 3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
 4. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
 5. (C) GROUND LOOP/SWERVE - INADVERTENT - DUAL STUDENT
-

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

6. OBJECT - AIRPORT FACILITY

Factual Information

Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	53,Female
Airplane Rating(s):	Single-engine land; Single-engine sea; 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 multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	March 18, 1992
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	9760 hours (Total, all aircraft), 64 hours (Total, this make and model), 9718 hours (Pilot In Command, all aircraft), 105 hours (Last 90 days, all aircraft), 60 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELLANCA	Registration:	N88212
Model/Series:	7KCAB 7KCAB	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	475-74
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	June 14, 1992 100 hour	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:	48 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1725 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-320-E2B
Registered Owner:	JOSEPH R. MARIDON	Rated Power:	150 Horsepower
Operator:	AERLEON, INC.	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	75 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	130°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	41°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	VFR
Departure Time:	14:30 Local	Type of Airspace:	Class D;Class E

Airport Information

Airport:	NORTH LAS VEGAS VGT	Runway Surface Type:	Asphalt
Airport Elevation:	2207 ft msl	Runway Surface Condition:	Dry
Runway Used:	12	IFR Approach:	None
Runway Length/Width:	5000 ft / 75 ft	VFR Approach/Landing:	Full stop

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:	36.240821,-115.23088(est)

Administrative Information

Investigator In Charge (IIC):	Rich, Jeff
Additional Participating Persons:	JAMES DIAGLE; LAS VEGAS , NV
Original Publish Date:	September 14, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=27706

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](#).