



Aviation Investigation Final Report

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|--------------------------------|-------------------------------------|-------------------------|-------------|
| Location: | COLTS NECK, New Jersey | Accident Number: | NYC85LA075 |
| Date & Time: | March 9, 1985, 11:40 Local | Registration: | N2558Z |
| Aircraft: | BELLANCA 8GCBC | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 1 None |
| Flight Conducted Under: | Part 91: General aviation | | |

Analysis

THE PLT RETURNED TO THE ARPT AFTER A GLIDER TOW FLT TO LAND. DURING A 3-POINT TOUCHDOWN, THE ACFT HIT A RUT & BOUNCED IN THE AIR. THE PLT RECOVERED & MADE ANOTHER 3-POINT TOUCHDOWN, THEN HEARD A 'LOUD CRACK' & SAW THE RIGHT MAIN GEAR SEPARATE. HE STATED THAT BOTH TOUCHDOWNS WERE SMOOTH. AN EXAM REVEALED THE RIGHT MAIN GEAR HAD FAILED NEAR A U-BOLT ATTACH POINT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: MAIN GEAR COLLAPSED
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
2. (C) LANDING GEAR, MAIN GEAR STRUT - FAILURE, TOTAL

Factual Information

Pilot Information

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|----------------------------------|--|--|-----------------|
| Certificate: | Airline transport; Commercial; Flight instructor | Age: | 36, Male |
| Airplane Rating(s): | Single-engine land; Multi-engine land | Seat Occupied: | Front |
| Other Aircraft Rating(s): | Glider | Restraint Used: | |
| Instrument Rating(s): | Airplane | Second Pilot Present: | No |
| Instructor Rating(s): | | Toxicology Performed: | No |
| Medical Certification: | Class 1 Valid Medical--no waivers/lim. | Last FAA Medical Exam: | October 9, 1984 |
| Occupational Pilot: | Yes | Last Flight Review or Equivalent: | |
| Flight Time: | 11649 hours (Total, all aircraft), 50 hours (Total, this make and model), 10623 hours (Pilot In Command, all aircraft), 47 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|------------------------------|---------------------------------------|-----------------|
| Aircraft Make: | BELLANCA | Registration: | N2558Z |
| Model/Series: | 8GCBC 8GCBC | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Utility | Serial Number: | 262-78 |
| Landing Gear Type: | Tailwheel | Seats: | 2 |
| Date/Type of Last Inspection: | February 28, 1985 Annual | Certified Max Gross Wt.: | 1800 lbs |
| Time Since Last Inspection: | 1 Hrs | Engines: | 1 Reciprocating |
| Airframe Total Time: | 1105 Hrs | Engine Manufacturer: | LYCOMING |
| ELT: | Installed, not activated | Engine Model/Series: | O-360-C2E |
| Registered Owner: | CENTRALL JERSEY SOARING CLUB | Rated Power: | 180 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 | 7 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 0° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 30 inches Hg | Temperature/Dew Point: | 13°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | | Type of Flight Plan Filed: | None |
| Destination: | | Type of Clearance: | None |
| Departure Time: | 11:35 Local | Type of Airspace: | |

Airport Information

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|-----------------------------|------------------|----------------------------------|------------|
| Airport: | COLTS NECK | Runway Surface Type: | Grass/turf |
| Airport Elevation: | 100 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 25 | IFR Approach: | None |
| Runway Length/Width: | 2569 ft / 125 ft | VFR Approach/Landing: | Full stop |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|-------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 1 None | Latitude, Longitude: | |

Administrative Information

Investigator In Charge (IIC): Taylor, Vernon

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=35837>

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](#).