



Aviation Investigation Final Report

Location:	QUAKER STREET, New York	Accident Number:	NYC88LA207
Date & Time:	August 7, 1988, 14:30 Local	Registration:	N2502Z
Aircraft:	BELLANCA 8KCAB	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious, 1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE BELLANCA 8KCAB WAS MAKING A TAKEOFF WHEN IT VEERED TO THE RIGHT. THE RIGHT MAIN LANDING GEAR CONTACTED A ROCK WALL COVERED BY WEEDS AND THE AIRCRAFT VEERED FURTHER RIGHT COMING TO REST ON THE RIGHT SIDE OF THE RUNWAY. THE PILOT WAS UNABLE TO EXPLAIN THE LOSS OF DIRECTIONAL CONTROL. THE FAA ESTABLISHED FLIGHT CONTROL CONTINUITY AND CONCLUDED THAT AIRWORTHINESS OF THE AIRCRAFT DID NOT APPEAR TO BE A FACTOR.

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: TAKEOFF - ROLL/RUN

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Findings

2. (F) OBJECT - WALL/BARRICADE

Factual Information

Pilot Information

Certificate:	Commercial	Age:	66, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	August 6, 1987
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1206 hours (Total, all aircraft), 5 hours (Total, this make and model), 1077 hours (Pilot In Command, all aircraft), 11 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELLANCA	Registration:	N2502Z
Model/Series:	8KCAB 8KCAB	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Aerobatic	Serial Number:	328-77
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	July 29, 1988 Annual	Certified Max Gross Wt.:	1800 lbs
Time Since Last Inspection:	2 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1450 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	AEIO-360-H1A
Registered Owner:	JOE DECATHLON	Rated Power:	180 Horsepower
Operator:	GORDON FOLTS	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:	Unknown	Visibility	10 miles
Lowest Ceiling:	Broken / 4500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	50°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	22°C / 21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	CANASTOTA , NY (1B8)	Type of Flight Plan Filed:	None
Destination:	DUANSBURG , NY (7B7)	Type of Clearance:	None
Departure Time:	12:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	KNOX 7B7	Runway Surface Type:	Grass/turf
Airport Elevation:	1130 ft msl	Runway Surface Condition:	Dry
Runway Used:	9	IFR Approach:	None
Runway Length/Width:	2400 ft / 60 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): Hancock, Robert

Additional Participating Persons: ; ALBANY , NY

Original Publish Date: January 24, 1990

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=36203>

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](#).