



Aviation Investigation Final Report

Location:	Pierre, South Dakota	Accident Number:	CHI01LA306
Date & Time:	September 2, 2001, 12:15 Local	Registration:	N4215Y
Aircraft:	Bellanca 7GCBC	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The airplane was damaged when it ground looped while landing. In his written statement, the pilot said that while performing a practice short field landing, a gust of wind, "...picked aircraft from runway - placing it about a 30 [degree] angle to [the] direction of travel - with addition of power and control inputs, I was not able to correct before returning to runway. Resultant ground loop damaged landing gear and wing...." The weather reporting station located at the accident airport recorded the wind at 1153 as variable direction at 4 knots. No gusts were listed on the 1153 report.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot not maintaining directional control of the airplane during landing.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING

Findings

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

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING

Factual Information

On September 2, 2001, about 1215 central daylight time, a Bellanca 7GCBC, N4215Y, owned and piloted by a private pilot, sustained substantial damage during a ground loop during landing on runway 13 (6,891 feet by 150 feet, asphalt) at the Pierre Regional Airport, Pierre, South Dakota. The 14 CFR Part 91 personal flight was operating in visual meteorological conditions and was not on a flight plan. The pilot, who was the sole occupant, was not injured. The local flight originated at 1115.

In his written statement, the pilot said that while performing a practice short field landing, a gust of wind, "...picked aircraft from runway - placing it about a 30 [degree] angle to [the] direction of travel - with addition of power and control inputs, I was not able to correct before returning to runway. Resultant ground loop damaged landing gear and wing...."

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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 4, 1999
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	September 18, 2000
Flight Time:	425 hours (Total, all aircraft), 6 hours (Total, this make and model), 363 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Bellanca	Registration:	N4215Y
Model/Series:	7GCBC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	968-77
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	October 17, 2000 Annual	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:	20 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1219 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-320-A2D
Registered Owner:	Kenneth L. McGirr	Rated Power:	150 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	PIR,1742 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	11:53 Local	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.73 inches Hg	Temperature/Dew Point:	34°C / 14°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Pierre, SD (PIR)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	11:15 Local	Type of Airspace:	Class E

Airport Information

Airport:	PIERRE REGIONAL PIR	Runway Surface Type:	Asphalt
Airport Elevation:	1742 ft msl	Runway Surface Condition:	Dry
Runway Used:	13	IFR Approach:	None
Runway Length/Width:	6891 ft / 150 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

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:	44.36935,-100.319732(est)

Administrative Information

Investigator In Charge (IIC):	Brannen, John
Additional Participating Persons:	Dan McKinney, FAA-Rapid City, SD-FSDO; Rapid City, SD
Original Publish Date:	June 4, 2002
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=53448

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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](#).