



Aviation Investigation Final Report

Location:	Erwinna, Pennsylvania	Accident Number:	NYC02LA194
Date & Time:	September 24, 2002, 12:15 Local	Registration:	N4210Y
Aircraft:	Bellanca 7KCAB	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

While landing on runway 07, the airplane bounced twice, and the pilot added power to abort the landing. The airplane then drifted right, struck trees, and came to rest entangled within the trees. The reported wind, at an airport approximately 20 miles south of the accident site, was from 340 degrees at 6 knots.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain directional control during an aborted landing. A factor was a crosswind.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: LANDING - ABORTED

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND



Factual Information

On September 24, 2002, about 1215 eastern daylight time, a Bellanca 7KCAB (Citabria B), N4210Y, was substantially damage when it collided with trees during an aborted landing at Vansant Airport (9N1), Erwinna, Pennsylvania. The certificated private pilot sustained minor injures. Visual meteorological conditions prevailed and no flight plan was filed for the local personal flight conducted under 14 CFR Part 91.

The pilot reported he had been flying around the local area for about 1 hour. He decided to return to 9N1, and perform a landing to runway 07, a 3,058-foot long, 120-foot wide turf runway. During the approach, the pilot noted that there was a slight crosswind from the left. After touchdown, the airplane bounced twice, and the pilot added power to abort the landing. However, the airplane drifted right, struck trees, and came to rest entangled within the trees.

The pilot reported a total flight experience of 664 hours; of which, 34 hours were in the same make and model as the accident airplane. Within the preceding 90 days, the pilot flew 1 hour in the same make and model as the accident airplane. The pilot did not experience any pre-impact mechanical malfunctions with the airplane.

The reported wind at an airport approximately 20 miles south of the accident site, at 1154, was from 340 degrees at 6 knots.

Pilot Information

Certificate:	Private	Age:	71, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	March 5, 2001
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	March 15, 2001
Flight Time:	664 hours (Total, all aircraft), 34 hours (Total, this make and model), 594 hours (Pilot In Command, all aircraft), 9 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Bellanca	Registration:	N4210Y
Model/Series:	7KCAB	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Aerobatic	Serial Number:	605-77
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	July 19, 2002 100 hour	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:	70 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2259 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-320
Registered Owner:	Sport Aviation	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:	PNE,121 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	11:54 Local	Direction from Accident Site:	180°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	340°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.22 inches Hg	Temperature/Dew Point:	23°C / 8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Erwinna, PA (9N1)	Type of Flight Plan Filed:	None
Destination:	(9N1)	Type of Clearance:	None
Departure Time:	11:15 Local	Type of Airspace:	Class G

Airport Information

Airport:	Vansant Airport 9N1	Runway Surface Type:	Grass/turf
Airport Elevation:	390 ft msl	Runway Surface Condition:	Dry
Runway Used:	07	IFR Approach:	None
Runway Length/Width:	3058 ft / 120 ft	VFR Approach/Landing:	Go around;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	40.484165,-75.099723

Administrative Information

Investigator In Charge (IIC):	Gretz, Robert
Additional Participating Persons:	Robert Ference; FAA FSDO-05; Allentown, PA
Original Publish Date:	April 18, 2003
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=55752

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