



Aviation Investigation Final Report

Location:	Shorter, Alabama	Accident Number:	ATL05CA123
Date & Time:	July 1, 2005, 10:30 Local	Registration:	N1029E
Aircraft:	Bellanca 7KCAB	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

According to the pilot, he was attempting a normal landing on a private 2200-foot long grass landing airstrip. Upon landing, the airplane veered to the right, traveling off the grass strip and hit a depression in the ground with the left main landing gear. The airplane came to rest on the grass to the right of grass strip. Examination of the airplane disclosed that the left landing gear had collapsed. The pilot did not report any mechanical problems with the airplane.

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, which resulted in the collapse of the left main landing gear.

Findings

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

Findings

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

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

Findings

2. TERRAIN CONDITION - GROUND

Occurrence #3: MAIN GEAR COLLAPSED

Phase of Operation: LANDING - ROLL

Findings

3. LANDING GEAR,MAIN GEAR - OVERLOAD

Factual Information

On July 1, 2005 at 1030 central daylight time, a Bellanca 7KCAB, N1029E, registered to and operated by a private owner, left main landing gear collapsed during a landing on a private grass strip in Shorter, Alabama. The personal flight was operated under provisions of Title 14 CFR Part 91. Visual meteorological conditions prevailed at the time of the accident and no flight plan was filed. The airplane sustained substantial damage and the pilot was not injured. The flight originated from Wetumpka Municipal Airport, Wetumpka, Alabama, on July 1, 2005 at 1010.

According to the pilot, he was attempting a normal landing on a private 2200-foot long grass landing airstrip. Upon landing, the airplane veered to the right and traveled off the grass strip and hit a depression in the ground with the left main landing gear. The left main landing gear collapsed and the airplane came to rest on the grass to the right of grass strip.

The post-accident examination of the airplane revealed that all flight control surfaces were attached, left main landing gear collapsed, and the left wing was bent three feet inboard. The pilot did not report any mechanical problems with the airplane.

Pilot Information

Certificate:	Commercial	Age:	61, 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 2 With waivers/limitations	Last FAA Medical Exam:	April 1, 2004
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	December 1, 2003
Flight Time:	1452 hours (Total, all aircraft), 135 hours (Total, this make and model), 1203 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Bellanca	Registration:	N1029E
Model/Series:	7KCAB	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	607-77
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	October 1, 2004 Annual	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:	17.6 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2027 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	AEIO-360
Registered Owner:	James L Reynolds	Rated Power:	150 Horsepower
Operator:	James L Reynolds	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KMXF, 172 ft msl	Distance from Accident Site:	25 Nautical Miles
Observation Time:	15:56 Local	Direction from Accident Site:	270°
Lowest Cloud Condition:	Scattered / 2500 ft AGL	Visibility:	7 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.92 inches Hg	Temperature/Dew Point:	33°C / 24°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Wetumpka, AL (08A)	Type of Flight Plan Filed:	None
Destination:	Shorter, AL	Type of Clearance:	None
Departure Time:	10:10 Local	Type of Airspace:	

Airport Information

Airport:	PVT N/A	Runway Surface Type:	Grass/turf
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	Visual
Runway Length/Width:	2200 ft / 60 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:	32.524444,-85.881942

Administrative Information

Investigator In Charge (IIC):	Powell, Phillip
Additional Participating Persons:	Clay Perkins; FSDO 09 Birmingham
Original Publish Date:	October 27, 2005
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=61866

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