



Aviation Investigation Final Report

Location:	Chiloquin, Oregon	Accident Number:	SEA05CA183
Date & Time:	August 27, 2005, 12:30 Local	Registration:	N11661
Aircraft:	Bellanca 7KCAB	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot said immediately after touchdown on runway 35, the tailwheel started oscillating. It continued to oscillate on rollout until the airplane's speed dropped to about 20 mph when suddenly the airplane veered to the right. Subsequently the left main landing gear collapsed, bending the outboard 5 to 6 feet of the wing up. He said that inspection of the tailwheel assembly revealed that the left chain to the tailwheel steering assembly had failed.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The failure of the left chain link which permits the pilot to control the tailwheel, and the subsequent inability of the pilot to control the airplane during the landing roll.

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: LANDING - ROLL

Findings

1. (C) LANDING GEAR, TAILWHEEL - FAILURE

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

2. (C) DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND

Factual Information

On August 27, 2005, at approximately 1230 Pacific daylight time, a Bellanca 7KCAB, N11661, was substantially damaged when the left chain to the tailwheel steering assembly failed, which was followed by the pilot losing directional control during landing roll at Chiloquin State Airport, Chiloquin, Oregon. The private pilot and his passenger were not injured. The pilot/owner was operating the airplane under Title 14 CFR Part 91. Visual meteorological conditions prevailed for the cross-country personal flight that originated from Klamath Falls, Oregon, approximately 35 minutes before the accident. The pilot had not filed a flight plan.

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Pilot Information

Certificate:	Private	Age:	64, 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 With waivers/limitations	Last FAA Medical Exam:	June 1, 2004
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	December 1, 2003
Flight Time:	695 hours (Total, all aircraft), 620 hours (Total, this make and model), 635 hours (Pilot In Command, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Bellanca	Registration:	N11661
Model/Series:	7KCAB	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	315-72
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	May 1, 2005 Annual	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:	20 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2125 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	IO-320-E2A
Registered Owner:	Daniel G. Reid	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:	LMT,4095 ft msl	Distance from Accident Site:	25 Nautical Miles
Observation Time:	12:00 Local	Direction from Accident Site:	150°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	110°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.15 inches Hg	Temperature/Dew Point:	26°C / 4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Klamath Falls, OR (LMT)	Type of Flight Plan Filed:	None
Destination:	Chiloquin, OR (2S7)	Type of Clearance:	None
Departure Time:	11:55 Local	Type of Airspace:	

Airport Information

Airport:	Chiloquin State Airport 2S7	Runway Surface Type:	Asphalt
Airport Elevation:	4217 ft msl	Runway Surface Condition:	Dry
Runway Used:	35	IFR Approach:	Unknown
Runway Length/Width:	3735 ft / 60 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	42.583057,-121.876113

Administrative Information

Investigator In Charge (IIC):	Struhsaker, James
Additional Participating Persons:	Dan Seaton; FAA FSDO; Portland, OR
Original Publish Date:	December 20, 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=62349

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