



Aviation Investigation Final Report

Location:	Carlsbad, California	Accident Number:	LAX06CA215
Date & Time:	June 25, 2006, 19:30 Local	Registration:	N1098E
Aircraft:	Bellanca 7KCAB	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The airplane impacted a tree at the departure end of the runway during an aborted landing. The pilot had been cleared to land on runway 24 with reported winds from 170 degrees at 8 knots. The airplane touched down left main wheel first, followed by the right main wheel, and then the tail wheel. After the tail wheel touched down, it started to vibrate and the pilot released backpressure on the flight controls to stop the vibration. The left wing started to move up, and the airplane began to weathervane to the left. The pilot aborted the landing, and became airborne heading about 30 degrees left of the runway centerline directly toward some buildings. He turned the airplane to the right back towards the runway; however, he over corrected, and it crossed over the runway to the opposite side heading for other airport buildings. He initiated a left turn back toward the runway, and the airplane collided with a tree on the north side departure end of the runway in a straight and level attitude. The pilot reported no mechanical malfunctions with either the airplane or engine that would have precluded normal operation.

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 runway alignment during the aborted landing, which resulted in a collision with a tree.

Findings

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

Phase of Operation: LANDING - ROLL

Findings

1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. ABORTED LANDING - INITIATED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: LANDING - ABORTED

Findings

5. OBJECT - TREE(S)
6. (C) PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

On June 25, 2006, about 1930 Pacific daylight time, a Bellanca 7KCAB, N1098E, impacted a tree during an aborted landing at McClellan-Palomar Airport, Carlsbad, California. The pilot/owner operated the airplane under the provisions of 14 CFR Part 91. The private pilot, the sole occupant, was not injured; the airplane was destroyed. The cross-country personal flight departed French Valley Airport, Murrieta/Temecula, California, about 1900, with a planned destination of Palomar. Visual meteorological conditions prevailed, and no flight plan had been filed.

The pilot submitted a written report. Prior to requesting a clearance to land, the pilot obtained the current automatic terminal information service (ATIS) information. He reported a 2-mile base and was cleared to land runway 24. The controller informed him that the winds were from 170 degrees at 8 knots.

On final approach, the pilot maintained the runway centerline using the crosswind correction technique. He performed a wheel landing to keep his speed up for the crosswind conditions. The airplane touched down on the left main wheel first, then the right main wheel touched down. After touchdown, the tail wheel started to vibrate and the pilot released backpressure on the flight controls to stop the vibration.

As the left wing started to move in an upward direction, the pilot felt the airplane "weathervane" to the left. Fearing that it would tilt or ground loop, he elected to abort the landing and applied full power. The airplane became airborne about 30 degrees left of the runway centerline heading towards buildings. He turned it to the right to proceed back towards the runway. He stated that the flight controls felt slow to respond to his input making the airplane difficult to maneuver back towards the runway. It crossed over the runway and was now facing buildings on the north side of the airport. He initiated a "gentle" left turn back to the runway. Shortly after, the airplane collided with a pine tree on the north side departure end of the runway in a straight and level attitude.

The pilot communicated his location to the tower controller, turned off all the switches, and released the emergency door latch to exit. He climbed down the tree, where emergency personnel met him.

The pilot stated that the airplane and engine had no mechanical failures or malfunctions during the flight.

Pilot Information

Certificate:	Private	Age:	45, Male
Airplane Rating(s):	Single-engine land; Multi-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	Last FAA Medical Exam:	July 1, 2005
Occupational Pilot:	No	Last Flight Review or Equivalent:	May 1, 2006
Flight Time:	865 hours (Total, all aircraft), 150 hours (Total, this make and model), 620 hours (Pilot In Command, all aircraft), 70 hours (Last 90 days, all aircraft), 28 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Bellanca	Registration:	N1098E
Model/Series:	7KCAB	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Aerobatic; Normal	Serial Number:	610-77
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:		Certified Max Gross Wt.:	1750 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Installed	Engine Model/Series:	AEIO-360-E2B
Registered Owner:	ARESTI LLC	Rated Power:	150 Horsepower
Operator:	PINNACLE AVIATION ACADEMY INC	Operating Certificate(s) Held:	None
Operator Does Business As:	Pinnacle Aviation Academy Inc.	Operator Designator Code:	P75V

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Dusk
Observation Facility, Elevation:	CRQ,331 ft msl	Distance from Accident Site:	
Observation Time:	19:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 900 ft AGL	Visibility	8 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.92 inches Hg	Temperature/Dew Point:	21°C / 17°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Murrieta, CA (F70)	Type of Flight Plan Filed:	None
Destination:	Carlsbad, CA (CRQ)	Type of Clearance:	VFR
Departure Time:	19:00 Local	Type of Airspace:	

Airport Information

Airport:	McClellan Palomar CRQ	Runway Surface Type:	Asphalt
Airport Elevation:	331 ft msl	Runway Surface Condition:	Dry
Runway Used:	24	IFR Approach:	None
Runway Length/Width:	4897 ft / 150 ft	VFR Approach/Landing:	Go around

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	33.136112,-117.289443

Administrative Information

Investigator In Charge (IIC):	Plagens, Howard
Additional Participating Persons:	Wayne Laner; Federal Aviation Administration; San Diego, CA
Original Publish Date:	October 3, 2006
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.ntsb.gov/Docket?ProjectID=63980

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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](#).