



Aviation Investigation Final Report

Location:	NORTH ADAMS, Massachusetts	Accident Number:	NYC82DA149
Date & Time:	July 10, 1982, 16:30 Local	Registration:	N11690
Aircraft:	BELLANCA 7GCBC	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT REPORTED THAT DURING THE LANDING ROLL-OUT, THE AIRCRAFT HAD SLOWED TO ABOUT 20 MPH WHEN IT STARTED TO VEER SLIGHTLY TO THE LEFT. HE STATED THAT A SLIGHT RIGHT RUDDER AND BRAKE CORRECTION WAS MADE AND THE PLANE VEERED TO THE RIGHT. REPORTEDLY, HE WAS UNABLE TO CORRECT THE RIGHT TURN WITH THE LEFT BRAKE AND RUDDER. AS THE PLANE STARTED OFF THE RIGHT SIDE OF THE RUNWAY, THE PILOT APPLIED RIGHT BRAKING ACTION TO AVOID RAISED RUNWAY LIGHTS. SUBSEQUENTLY, THE AIRCRAFT GROUND LOOPED AND THE LEFT GEAR FAILED. THE PILOT STATED THAT THE LEFT HEEL BRAKE APPEARED NOT TO BE FUNCTIONING PROPERLY.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

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

Findings

1. (C) LANDING GEAR,NORMAL BRAKE SYSTEM - UNDETERMINED
2. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
3. OBJECT - RUNWAY LIGHT
4. (C) MANEUVER - PERFORMED - PILOT IN COMMAND

5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2: MAIN GEAR COLLAPSED

Phase of Operation: LANDING - ROLL

Findings

6. LANDING GEAR,MAIN GEAR - OVERLOAD

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	61, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	Glider	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	May 22, 1981
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1876 hours (Total, all aircraft), 140 hours (Total, this make and model), 1726 hours (Pilot In Command, all aircraft), 37 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELLANCA	Registration:	N11690
Model/Series:	7GCBC 7GCBC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	355-72
Landing Gear Type:	Tailwheel	Seats:	3
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1339 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	O-320-A2B
Registered Owner:	MOHAWK SOARING CLUB	Rated Power:	150 Horsepower
Operator:	MOHAWK SOARING CLUB	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	85°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	NORTH ADAMS , MA	Type of Flight Plan Filed:	None
Destination:	NORTH ADAMS , MA	Type of Clearance:	None
Departure Time:	16:15 Local	Type of Airspace:	

Airport Information

Airport:	HARRIMAN-WEST	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry
Runway Used:	29	IFR Approach:	None
Runway Length/Width:	4300 ft / 100 ft	VFR Approach/Landing:	None

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:	

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: July 10, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=72030>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).