



National Transportation Safety Board Aviation Accident Final Report

Location:	CARSON CITY, NV	Accident Number:	LAX95LA095
Date & Time:	02/02/1995, 1745 PST	Registration:	N12207
Aircraft:	BELLANCA 7GCBC	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE PILOT MADE A NORMAL LANDING. DURING THE LANDING ROLLOUT, THE PILOT INADVERTENTLY TOUCHED THE RIGHT BRAKE. THE AIRPLANE SWERVED TO THE RIGHT AND EXITED THE RUNWAY. THE PILOT SAID THE AIRPLANE DID NOT EXPERIENCE ANY PREIMPACT MALFUNCTIONS OR FAILURES.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's improper use of the brakes.

Findings

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

Findings

1. (C) BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID
Phase of Operation: LANDING - ROLL

Findings

2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Factual Information

On February 2, 1995, at 1745 hours Pacific standard time, a Bellanca 7GCBC, N12207, ground looped during the landing roll on runway 27 at Carson City Airport, Carson City, Nevada. The pilot was completing a visual flight rules personal flight. The airplane, registered to Barclay Contractors, Sisters, Oregon, sustained substantial damage. Neither the certificated private pilot nor his passenger were injured. Visual meteorological conditions prevailed. The flight originated at Redmond Airport, Redmond, Oregon, at 1340 hours.

A Federal Aviation Administration (FAA) airworthiness inspector from the Reno (Nevada) Flight Standards District Office, reported that the pilot said the touchdown was normal. During the landing roll, the airplane swerved to the left and he applied power. The pilot said he perceived that the airplane momentarily straightened out and he applied the brakes. The airplane then swerved to the right and began to skid to the left. The airplane departed the right side of the runway and the left wing struck a dirt berm.

The pilot said in the aircraft accident report that during the landing rollout, he "touched" the right brake and the airplane veered to the right. He reported no mechanical malfunctions.

Pilot Information

Certificate:	Private	Age:	46, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
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:	10/26/1994
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	300 hours (Total, all aircraft), 75 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELLANCA	Registration:	N12207
Model/Series:	7GCBC 7GCBC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	342-72
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	01/25/1995, Annual	Certified Max Gross Wt.:	1732 lbs
Time Since Last Inspection:	5 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1844 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320-A2B
Registered Owner:	BARCLAY CONTRACTERS	Rated Power:	150 hp
Operator:	BARCLAY CONTRACTERS	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	30 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	13° C
Precipitation and Obscuration:			
Departure Point:	REDMOND, OR (RDM)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1340 PST	Type of Airspace:	Class G

Airport Information

Airport:	CARSON CITY (O40)	Runway Surface Type:	Asphalt
Airport Elevation:	4697 ft	Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	5900 ft / 75 ft	VFR Approach/Landing:	Traffic Pattern

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:	

Administrative Information

Investigator In Charge (IIC):	A. D LLORENTE,	Report Date:	06/19/1995
Additional Participating Persons:	HARRY SMITH; RENO, NV		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).