



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	SOUTH WALES, NY	<b>Accident Number:</b>	NYC96LA069
<b>Date &amp; Time:</b>	03/01/1996, 1500 EST	<b>Registration:</b>	N7807S
<b>Aircraft:</b>	Bellanca 7KCAB	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None

**Flight Conducted Under:** Part 91: General Aviation - Personal

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## Analysis

The pilot had practiced two takeoffs and landings at his base airstrip, then departed the pattern and flew to another airstrip for five touch-and-go landings. He then flew back to his base airstrip and established the airplane on an approach to runway 29. The pilot stated that while on final approach, the airplane's angle of descent was low, and he added power to maintain altitude. After clearing the trees at the end of the runway, he then leveled the nose for a short field landing. The pilot stated that the airplane did not respond and he 'pulled the stick full aft and made a hard landing.' After landing, the airplane veered right, and the right wing struck trees along the side of the runway. The pilot estimated that the winds were from 300 degrees at 22 knots, gusting to 25. The sod strip was about 4,000 feet long, 100 feet wide, and surrounded by 75-foot high trees on all sides.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's improper flare and failure to maintain directional control during landing.

## Findings

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Occurrence #1: HARD LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) WEATHER CONDITION - HIGH WIND
2. (C) FLARE - IMPROPER - PILOT IN COMMAND

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Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING - ROLL

Findings

3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

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Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

5. OBJECT - TREE(S)

## Factual Information

On March 1, 1996, at 1500 eastern standard time, a Bellanca 7KCAB, N7807S, was substantially damaged during landing at a private airstrip near South Wales, New York. The private pilot was not injured. Visual meteorological conditions prevailed for the personal flight that originated from South Wales, at 1400. No flight plan had been filed for the flight conducted under 14 CFR Part 91.

In the NTSB Form 6120.1/2, the pilot stated that he performed 2 takeoffs and landings at the South Wales Airport. He then departed the pattern and flew to another airstrip where he performed five touch and go landings. The pilot then flew back to South Wales and established the airplane on an approach to runway 29.

He further stated:

"...I made a normal approach to runway 29 and found my angle of descent was too low, so I added power to maintain altitude. After clearing the trees at the end of runway 29, I leveled the nose for a short field landing. The plane did not respond...I pulled the stick full aft and made a hard landing. The aircraft then made a turn to the right and...the right wing struck a tree...When I exited the aircraft I saw the tail wheel was bent to the right..."

The pilot reported that the winds were from 300 degrees at 22 knots, gusting to 25.

According to a Federal Aviation Administration Inspector, the runway was 4,000 feet long, 100 feet wide, and surrounded by 75 foot high trees on all sides.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	74, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	Glider	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	04/26/1995
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	1056 hours (Total, all aircraft), 338 hours (Total, this make and model), 1056 hours (Pilot In Command, all aircraft), 1 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	Bellanca	Registration:	N7807S
Model/Series:	7KCAB 7KCAB	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Aerobatic; Utility	Serial Number:	584-76
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	10/01/1995, Annual	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:	4 Hours	Engines:	1 Reciprocating
Airframe Total Time:	520 Hours	Engine Manufacturer:	Lycoming
ELT:	Not installed	Engine Model/Series:	AEIO-320-E2B
Registered Owner:	WILLIAM L. CHRISTIE	Rated Power:	150 hp
Operator:	WILLIAM L. CHRISTIE	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	22 knots / 25 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	-2° C / -13° C
Precipitation and Obscuration:			
Departure Point:	(NONE)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1400 EST	Type of Airspace:	Class G

## Airport Information

Airport:	SOUTH WALES (NONE)	Runway Surface Type:	Grass/turf
Airport Elevation:	1100 ft	Runway Surface Condition:	Snow--compacted
Runway Used:	29	IFR Approach:	None
Runway Length/Width:	4000 ft / 100 ft	VFR Approach/Landing:	Full Stop

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	ROBERT L PEARCE	Report Date:	08/20/1996
Additional Participating Persons:	RICHARD P LANSILL; ROCHESTER, NY		
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 <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).