



National Transportation Safety Board Aviation Accident Final Report

Location:	FRIENDSWOOD, TX	Accident Number:	FTW91LA044
Date & Time:	03/01/1991, 1200 CST	Registration:	N5524K
Aircraft:	BELLANCA 7ECA	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

THE DUAL STUDENT, WHO HAD 2.4 HOURS CONVENTIONAL GEAR TIME, WAS RIDING THE BRAKES WHEN THE AIRPLANE TOUCHED DOWN DURING PRACTICE CROSS WIND TOUCH AND GO LANDINGS. THE AIRPLANE COCKED INTO THE WIND AND DEPARTED THE LEFT SIDE OF THE RUNWAY. THE INSTRUCTOR REGAINED CONTROL OF THE AIRPLANE, STRAIGHTENED IT OUT, AND ATTEMPTED TO ABORT THE LANDING. THE AIRPLANE COLLIDED WITH A WATER FILLED DITCH AND NOSED OVER PRIOR TO GETTING AIRBORNE. THE STUDENT AND THE INSTRUCTOR BOTH FELT THE STUDENT WAS RIDING THE BRAKES DURING THE ATTEMPTED ABORT. THE LANDING WAS MADE WITH A 70 DEGREE LEFT CROSS WIND, REPORTEDLY BLOWING AT 8 KNOTS, GUSTING TO 12 KNOTS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE DUAL STUDENT'S FAILURE TO MAINTAIN DIRECTIONAL CONTROL DURING THE LANDING AND HIS INADVERTENT ACTIVATION OF THE BRAKES. A FACTOR WAS THE DITCH.

Findings

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

Phase of Operation: LANDING - ROLL

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
2. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - DUAL STUDENT

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ABORTED

Findings

3. (F) TERRAIN CONDITION - DITCH
4. ABORTED LANDING - ATTEMPTED - PILOT IN COMMAND(CFI)
5. (C) BRAKES(NORMAL) - INADVERTENT ACTIVATION - DUAL STUDENT

Occurrence #3: NOSE OVER

Phase of Operation: LANDING - ABORTED

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Instructor	Age:	49, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	04/03/1990
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	8253 hours (Total, all aircraft), 183 hours (Total, this make and model), 6503 hours (Pilot In Command, all aircraft), 35 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELLANCA	Registration:	N5524K
Model/Series:	7ECA 7ECA	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Aerobatic; Normal	Serial Number:	1254-78
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	11/23/1990, 100 Hour	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:	73 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1157 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-235-C1
Registered Owner:		Rated Power:	115 hp
Operator:	DAVID L. KELSEY	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	8 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots / 12 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	18° C / -18° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1145 CST	Type of Airspace:	

Airport Information

Airport:	CLOVER FIELD (T02)	Runway Surface Type:	Asphalt
Airport Elevation:	44 ft	Runway Surface Condition:	Dry
Runway Used:	32	IFR Approach:	
Runway Length/Width:	4300 ft / 70 ft	VFR Approach/Landing:	Touch and Go; Traffic Pattern

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	WARREN V WANDEL	Report Date:	03/31/1993
Additional Participating Persons:	R. COLLINS; HOUSTON, TX		
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/ .		

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](#).