



National Transportation Safety Board Aviation Accident Data Summary

Location:	FRIENDSWOOD, TX	Accident Number:	FTW91LA044
Date & Time:	03/01/1991, 1200 CST	Registration:	N5524K
Aircraft:	BELLANCA 7ECA	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

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

Pilot Information

Certificate:	Airline Transport; Flight Instructor	Age:	49
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Single-engine
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	Engines:	1 Reciprocating
Operator:	DAVID L. KELSEY	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	O-235-C1
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Pilot
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	8 knots / 12 knots, 250°
Temperature:	18°C	Visibility	8 Miles
Precipitation and Obscuration:			
Departure Point:	Destination:		

Airport Information

Airport:	CLOVER FIELD (T02)	Runway Surface Type:	Asphalt
Runway Used:	32	Runway Surface Condition:	Dry
Runway Length/Width:	4300 ft / 70 ft		

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): WARREN V WANDEL Adopted Date: 03/31/1993

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.