



National Transportation Safety Board Aviation Accident Final Report

Location:	SONOMA, CA	Accident Number:	LAX82FVD09
Date & Time:	02/01/1982, 1030 PST	Registration:	N5067C
Aircraft:	BELLANCA 7ECA	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

CONTROL WAS LOST DURING TAKEOFF WHEN, ACCORDING TO THE PILOT'S STATEMENT, A SUDDEN EXTREME WIND GUST CAUSED THE AIRCRAFT TO CHANGE ITS HEADING. THE AIRCRAFT CONTACTED WATER AT THE SIDE OF THE RUNWAY AND CAME TO REST NOSE DOWN. WINDS WERE REPORTEDLY GUSTING TO 20 KNOTS.

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: TAKEOFF - ROLL/RUN

Findings

1. (F) WEATHER CONDITION - GUSTS
2. (C) COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND

Occurrence #2: NOSE DOWN
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

3. (F) TERRAIN CONDITION - WATER, GLASSY

Factual Information

Pilot Information

Certificate:	Student	Age:	29, Male
Airplane Rating(s):		Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	10/26/1981
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	48 hours (Total, all aircraft), 48 hours (Total, this make and model), 4 hours (Pilot In Command, all aircraft), 22 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELLANCA	Registration:	N5067C
Model/Series:	7ECA 7ECA	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	133338U
Landing Gear Type:	Retractable - Tricycle	Seats:	3
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:	90 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1121 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	O-235
Registered Owner:	CHUCK HUNTER	Rated Power:	115 hp
Operator:	CHUCK HUNTER	Operating Certificate(s) Held:	

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:	Unknown / 0 ft agl	Visibility	50 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	25°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	60° C / 0° C
Precipitation and Obscuration:			
Departure Point:	SONOMA, CA (SVA)	Type of Flight Plan Filed:	None
Destination:	SONOMA, CA (SVA)	Type of Clearance:	None
Departure Time:	1030	Type of Airspace:	

Airport Information

Airport:	SONOMA VALLEY (SVA)	Runway Surface Type:	Gravel
Airport Elevation:	0 ft	Runway Surface Condition:	
Runway Used:	25	IFR Approach:	None
Runway Length/Width:	2900 ft	VFR Approach/Landing:	None

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):		Report Date:	02/01/1983
Additional Participating Persons:			
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](#).