



National Transportation Safety Board Aviation Accident Final Report

Location:	Edgewood, NM	Accident Number:	GAA17CA357
Date & Time:	06/20/2017, 1700 MST	Registration:	N88237
Aircraft:	BELLANCA 7GCBC	Aircraft Damage:	Substantial
Defining Event:	Hard landing	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot reported that, about 8 seconds into the takeoff roll in gusting wind conditions at high-density altitude, the airplane "suddenly and expectantly lifted off the runway in a steep angle of attack." He added that he immediately reduced power to idle to abort the initial climb, and the airplane "settled back onto the runway but landed hard." He further added that, during the landing roll, he lost directional control, and the airplane veered off the runway, coming to rest in the dirt alongside the runway.

The fuselage, left wing, and aileron sustained substantial damage.

The pilot reported that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

An automated weather observation station, 10 nautical miles southeast of the accident airport, reported that, 5 minutes before the accident, the wind was from 150° at 16 knots, gusting to 25 knots. The pilot reported that he observed the wind from 300° at 8 knots, gusting to 15 knots. He reported that the takeoff was on runway 9. He further reported that the density altitude was 10,000 ft at the departure airport.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's decision to take off with a gusting tailwind, which resulted in a loss of pitch control during the initial climb and a subsequent hard landing and loss of directional control.

Findings

Aircraft	Pitch control - Not attained/maintained (Cause) Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot (Cause) Decision making/judgment - Pilot (Cause)
Environmental issues	Gusts - Decision related to condition Tailwind - Decision related to condition

Factual Information

History of Flight

Takeoff	Other weather encounter
Takeoff-rejected takeoff	Loss of control in flight
Landing-flare/touchdown	Hard landing (Defining event)
Landing-landing roll	Loss of control on ground Runway excursion Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Private	Age:	56, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Without Waivers/Limitations	Last FAA Medical Exam:	08/12/2016
Occupational Pilot:	No	Last Flight Review or Equivalent:	01/04/2017
Flight Time:	(Estimated) 810 hours (Total, all aircraft), 150 hours (Total, this make and model), 780 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELLANCA	Registration:	N88237
Model/Series:	7GCBC NO SERIES	Aircraft Category:	Airplane
Year of Manufacture:	1974	Amateur Built:	No
Airworthiness Certificate:	Aerobatic	Serial Number:	744-74
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	12/21/2016, Annual	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1390 Hours at time of accident	Engine Manufacturer:	Lycoming
ELT:	C91 installed, activated, did not aid in locating accident	Engine Model/Series:	O-320
Registered Owner:	On file	Rated Power:	150 hp
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	K0E0, 6204 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	2355 UTC	Direction from Accident Site:	140°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	16 knots / 25 knots	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	30.15 inches Hg	Temperature/Dew Point:	33° C / 7° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	EDGEWOOD, NM (1N1)	Type of Flight Plan Filed:	None
Destination:	EDGEWOOD, NM (1N1)	Type of Clearance:	None
Departure Time:	1700 MST	Type of Airspace:	Class G

Airport Information

Airport:	SANDIA AIRPARK ESTATES EAST (1N1)	Runway Surface Type:	Asphalt
Airport Elevation:	6565 ft	Runway Surface Condition:	Dry
Runway Used:	9	IFR Approach:	None
Runway Length/Width:	4830 ft / 30 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:	35.094722, -106.164444 (est)

Administrative Information

Investigator In Charge (IIC):	Adam M Gerhardt	Report Date:	09/22/2017
Additional Participating Persons:	Geary Monckton; FAA/ FSDO; Albuquerque, NM		
Publish Date:	09/22/2017		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=95419		

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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](#).