

National Transportation Safety Board
Washington, DC 20594

Brief of Accident

Adopted 01/24/1990

NYC88LA207
File No. 2157 08/07/1988 QUAKER STREET, NY Aircraft Reg No. N2502Z Time (Local): 14:30 EDT

Make/Model: BELLANCA / 8KCAB
Engine Make/Model: LYCOMING / AEIO-360-H1A
Aircraft Damage: Substantial
Number of Engines: 1
Operating Certificate(s): None
Type of Flight Operation: Personal
Reg. Flight Conducted Under: Part 91: General Aviation

	Fatal	Serious	Minor/None
Crew	0	1	0
Pass	0	0	1

Last Depart. Point: CANASTOTA , NY
Destination: DUANSBURG , NY
Airport Proximity: On Airport
Airport Name: KNOX
Runway Identification: 9
Runway Length/Width (Ft): 2400 / 60
Runway Surface: Grass/turf
Runway Surface Condition: Dry

Condition of Light: Day
Weather Info Src: Pilot
Basic Weather: Visual Conditions
Lowest Ceiling: 4500 Ft. AGL, Broken
Visibility: 10.00 SM
Wind Dir/Speed: 050 / 004 Kts
Temperature (°C): 22
Precip/Obscuration: None

Pilot-in-Command Age: 66

Flight Time (Hours)

Certificate(s)/Rating(s)
Commercial; Single-engine Land
Instrument Ratings
Airplane

Total All Aircraft: 1206
Last 90 Days: 11
Total Make/Model: 5
Total Instrument Time: 183

THE BELLANCA 8KCAB WAS MAKING A TAKEOFF WHEN IT VEERED TO THE RIGHT. THE RIGHT MAIN LANDING GEAR CONTACTED A ROCK WALL COVERED BY WEEDS AND THE AIRCRAFT VEERED FURTHER RIGHT COMING TO REST ON THE RIGHT SIDE OF THE RUNWAY. THE PILOT WAS UNABLE TO EXPLAIN THE LOSS OF DIRECTIONAL CONTROL. THE FAA ESTABLISHED FLIGHT CONTROL CONTINUITY AND CONCLUDED THAT AIRWORTHINESS OF THE AIRCRAFT DID NOT APPEAR TO BE A FACTOR.

Brief of Accident (Continued)

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QUAKER STREET, NY

Aircraft Reg No. N2502Z

Time (Local): 14:30 EDT

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

Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: TAKEOFF - ROLL/RUN

Findings

2. (F) OBJECT - WALL/BARRICADE

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.