



Aviation Investigation Final Report

Location:	KEYSVILLE, Virginia	Accident Number:	BF087FA003
Date & Time:	October 8, 1986, 13:05 Local	Registration:	N7100C
Aircraft:	BELLANCA 8GCBC	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Public aircraft		

Analysis

THE PILOT MADE A TAILWHEEL HIGH TOUCHDOWN ON THE 1850 FOOT GRASS STRIP. SHORTLY AFTER TOUCHDOWN, THE NOSE DROPPED AND, ALTHOUGH THE PILOT SAID HE MOVED THE CONTROL STICK FULLY AFT, THE PROPELLER STRUCK THE GROUND, AND THE AIRCRAFT FLIPPED INVERTED.

Probable Cause and Findings

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

Findings

Occurrence #1: NOSE OVER
Phase of Operation: LANDING - ROLL

Findings

1. (F) RUN ON LANDING - ATTEMPTED - PILOT IN COMMAND
2. (F) REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
3. (C) FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	30, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	June 2, 1986
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	947 hours (Total, all aircraft), 178 hours (Total, this make and model), 782 hours (Pilot In Command, all aircraft), 115 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELLANCA	Registration:	N7100C
Model/Series:	8GCBC 8GCBC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	357-84
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	July 9, 1986 Annual	Certified Max Gross Wt.:	2400 lbs
Time Since Last Inspection:	85 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	284 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-360-C1E
Registered Owner:	COMMONWEALTH OF VIRGINIA	Rated Power:	180 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:	COMM. OF GAME & INLAND FISHER	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	LYN ,938 ft msl	Distance from Accident Site:	40 Nautical Miles
Observation Time:	12:54 Local	Direction from Accident Site:	290°
Lowest Cloud Condition:	Scattered / 3300 ft AGL	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	22°C / 14°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	CHESTERFIELD , VA (W98)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	12:30 Local	Type of Airspace:	Class D

Airport Information

Airport:	KEYSVILLE W85	Runway Surface Type:	Grass/turf
Airport Elevation:	625 ft msl	Runway Surface Condition:	Dry
Runway Used:	9	IFR Approach:	None
Runway Length/Width:	1850 ft / 350 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	37.029216,-78.480613(est)

Administrative Information

Investigator In Charge (IIC): Dickenson, Al

Additional Participating Persons:

Original Publish Date: April 25, 1988

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=11275>

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).