



Aviation Investigation Final Report

Location:	Cordova, Alaska	Accident Number:	ANC23LA069
Date & Time:	September 2, 2023, 20:10 Local	Registration:	N723AK
Aircraft:	Bellanca 8GCBC	Aircraft Damage:	Substantial
Defining Event:	Aerodynamic stall/spin	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that during landing, the airplane stalled about 5 to 10 feet above the ground and bounced off the runway surface. He applied full power and removed carburetor heat to perform a go-around procedure. The airplane impacted a berm adjacent to the runway and the airplane sustained substantial damage to the wings. The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

Probable Cause and Findings

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

The pilot's exceedance of the airplane's critical angle of attack during landing, which resulted in an aerodynamic stall and loss of airplane control.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Angle of attack - Capability exceeded
Personnel issues	Identification/recognition - Pilot
Personnel issues	Decision making/judgment - Pilot

Factual Information

History of Flight

Landing-flare/touchdown	Aerodynamic stall/spin (Defining event)
Landing-aborted after touchdown	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Commercial	Age:	56, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	BasicMed None	Last FAA Medical Exam:	May 4, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	865 hours (Total, all aircraft), 382 hours (Total, this make and model), 788 hours (Pilot In Command, all aircraft), 4 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Passenger Information

Certificate:		Age:	Male
Airplane Rating(s):		Seat Occupied:	Rear
Other Aircraft Rating(s):		Restraint Used:	Unknown
Instrument Rating(s):		Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Bellanca	Registration:	N723AK
Model/Series:	8GCBC	Aircraft Category:	Airplane
Year of Manufacture:	1974	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	76-74
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	February 19, 2023 Annual	Certified Max Gross Wt.:	2150 lbs
Time Since Last Inspection:	4.7 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1733.4 Hrs at time of accident	Engine Manufacturer:	LYCOMING
ELT:	C126 installed, activated, did not aid in locating accident	Engine Model/Series:	O-360 C2E
Registered Owner:	On file	Rated Power:	180 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Dusk
Observation Facility, Elevation:	PACV,48 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	20:53 Local	Direction from Accident Site:	112°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.97 inches Hg	Temperature/Dew Point:	10°C / 8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Cordova, AK	Type of Flight Plan Filed:	None
Destination:	Cordova, AK	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class E

Airport Information

Airport:	Merle K Smith Airport CDV	Runway Surface Type:	Asphalt
Airport Elevation:	53 ft msl	Runway Surface Condition:	Dry
Runway Used:	09	IFR Approach:	None
Runway Length/Width:	7500 ft / 150 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	60.494294,-145.48603

Administrative Information

Investigator In Charge (IIC):	Ward, Mark
Additional Participating Persons:	Dwyane Edwards ; FAA
Original Publish Date:	April 4, 2024
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=192991

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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](#).