



Aviation Investigation Final Report

Location:	FAIRBANKS, Alaska	Accident Number:	ANC83FA178
Date & Time:	September 19, 1983, 13:30 Local	Registration:	N68564
Aircraft:	BELLANCA 7GCBC	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

THE ACFT COLLIDED WITH A SAND BAR AND NOSED OVER WHILE STEP TAXIING ON A RIVER DURING A TRAINING FLT. THE CFI SAID HE COULD NOT SEE CLEARLY FROM THE REAR SEAT AND WAS NOT AWARE OF THE SAND BAR UNTIL IT WAS STRUCK. HE DID NOT FILE AN ACCIDENT REPORT. THE OPERATOR REPORTED THAT, IN HIS OPINION, THE ACCIDENT WOULD NOT HAVE OCCURRED IF THE STUDENT HAD NOT REDUCED POWER WHEN HE OBSERVED THE SANDBAR. THE STUDENT STATED THAT HE NEVER SAW THE SANDBAR AND ONLY REDUCED POWER AFTER THE ACFT RAN AGROUND.

Probable Cause and Findings

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

Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: TAXI - TO TAKEOFF

Findings

1. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND
2. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Airline transport	Age:	32, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Rear
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	November 4, 1982
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	3402 hours (Total, all aircraft), 39 hours (Total, this make and model), 3282 hours (Pilot In Command, all aircraft), 180 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELLANCA	Registration:	N68564
Model/Series:	7GCBC 7GCBC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	394-72
Landing Gear Type:	Float	Seats:	2
Date/Type of Last Inspection:	May 3, 1983 Annual	Certified Max Gross Wt.:	1800 lbs
Time Since Last Inspection:	98 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	609 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320-A2B
Registered Owner:	NICHOLS T. MERRILL	Rated Power:	150 Horsepower
Operator:	LARRY'S FLYING SERVICE	Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 4500 ft AGL	Visibility	
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	FAIRBANKS (MTF)	Type of Flight Plan Filed:	VFR
Destination:		Type of Clearance:	
Departure Time:	00:00 Local	Type of Airspace:	

Airport Information

Airport:		Runway Surface Type:	Water
Airport Elevation:	432 ft msl	Runway Surface Condition:	Water-calm
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	64.809036,-147.720367(est)

Administrative Information

Investigator In Charge (IIC): Stella, Marc

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=4061>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).