



Aviation Investigation Final Report

Location:	ANCHORAGE, Alaska	Accident Number:	ANC84FA052
Date & Time:	April 9, 1984, 18:09 Local	Registration:	N68578
Aircraft:	BELLANCA 7GCBC	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE STUDENT PLT REPORTED THAT WHEN HE WAS ON FINAL APCH TO LAND, THE ACFT ENCOUNTERED TURBULENCE AT ABOUT 40 FT AGL, THEN BOUNCED ON THE RWY. HE APPLIED POWER TO GO AROUND, BUT LOST DIRECTIONAL CONTROL. THE ACFT YAWED LEFT, VEERED OFF THE RWY, KNOCKED OVER A RWY LIGHT & COLLIDED WITH A FENCE. THE ANCHORAGE WEATHER OBSERVATION FACILITY REPORTED AT 1818 HOURS THAT THE AIRPORT'S WIND WAS FROM 300 DEG AT 4 KTS.

Probable Cause and Findings

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

Findings

Occurrence #1: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) FLARE - IMPROPER - PILOT IN COMMAND
 2. (C) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
 3. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

4. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. (C) GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING

Findings

6. GO-AROUND - INITIATED - PILOT IN COMMAND
7. (F) OBJECT - RUNWAY LIGHT
8. (F) OBJECT - FENCE

Factual Information

Pilot Information

Certificate:	Student	Age:	51, Male
Airplane Rating(s):	None	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	November 15, 1983
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	23 hours (Total, all aircraft), 11 hours (Total, this make and model), 2 hours (Pilot In Command, all aircraft), 11 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELLANCA	Registration:	N68578
Model/Series:	7GCBC 7GCBC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	412-72
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	December 3, 1983 Unknown	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:	22 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	579 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-320-A2B
Registered Owner:	C. PHILIP WARING	Rated Power:	150 Horsepower
Operator:		Operating Certificate(s) Held:	
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:	ANC ,136 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	18:18 Local	Direction from Accident Site:	350°
Lowest Cloud Condition:	Scattered / 10000 ft AGL	Visibility	50 miles
Lowest Ceiling:	Overcast / 18000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	4°C / -2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(MRI)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	17:15 Local	Type of Airspace:	Class D

Airport Information

Airport:	MERRILL FIELD MRI	Runway Surface Type:	Asphalt
Airport Elevation:	136 ft msl	Runway Surface Condition:	Dry
Runway Used:	33	IFR Approach:	None
Runway Length/Width:	2469 ft / 60 ft	VFR Approach/Landing:	Straight-in

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:	61.220794,-149.849838(est)

Administrative Information

Investigator In Charge (IIC): Mickle, Ronald

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=4197>

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](#).