



Aviation Investigation Final Report

Location:	OUZINKIE, Alaska	Accident Number:	ANC84FA190
Date & Time:	September 17, 1984, 15:00 Local	Registration:	N8592
Aircraft:	BELLANCA 8KCAB	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 Serious
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

PLT COMPLETED 5 TURN SPIN, COCKPIT BEGAN FILLING WITH SMOKE. ELECTRICAL EQUIPMENT WAS TURNED OFF AND PLT WAS DESCENDING FOR PRECAUTIONARY LANDING WHEN ELEVATOR CONTROL WAS LOST. ACFT SETTLED INTO 75 FT TALL TREES. SOURCE OF FIRE WHICH RESULTED IN BATTERY BOILING OVER WAS UNDETERMINED. FAILURE OF ELEVATOR CABLE WAS DUE TO SEVERE CORROSION WHICH PROGRESSED OVER A PERIOD OF TIME. THE PLT IS ALSO A MECHANIC AND HE PERFORMED THE LAST 100 HR INSPECTION.

Probable Cause and Findings

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

Findings

Occurrence #1: FIRE
Phase of Operation: DESCENT - NORMAL

Findings
1. ELECTRICAL SYSTEM - UNDETERMINED

Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: DESCENT - EMERGENCY

Findings

2. FLT CONTROL SYST,ELEVATOR CONTROL - FAILURE,TOTAL
3. (C) FUEL CONSUMPTION CALCULATIONS - INADEQUATE - PILOT IN COMMAND
4. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

5. OBJECT - TREE(S)
6. TERRAIN CONDITION - GROUND

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	29, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	April 25, 1984
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	2078 hours (Total, all aircraft), 87 hours (Total, this make and model), 1929 hours (Pilot In Command, all aircraft), 160 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELLANCA	Registration:	N8592
Model/Series:	8KCAB 8KCAB	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Aerobatic	Serial Number:	75-73
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	May 17, 1984 100 hour	Certified Max Gross Wt.:	1800 lbs
Time Since Last Inspection:	64 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1305 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-320-E1A
Registered Owner:	SIMON ROSE	Rated Power:	150 Horsepower
Operator:		Operating Certificate(s) Held:	None
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:	14:00 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	15 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	KODIAK , AK (ODK)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	14:30 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:	0 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	2 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	2 Serious	Aircraft Fire:	In-flight
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 Serious	Latitude, Longitude:	57.929248,-152.419281(est)

Administrative Information

Investigator In Charge (IIC): Kobelnyk, George

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=4233>

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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](#).