



Aviation Investigation Final Report

Location:	HEALY, Alaska	Accident Number:	ANC84LA090
Date & Time:	June 14, 1984, 10:40 Local	Registration:	N8380V
Aircraft:	CHAMPION 7GCBC	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT LANDED AT A REMOTE STRIP USED BY HUNTERS AND LEFT IN AS POOR A STATE AS POSSIBLE BY THEM TO MAKE THIS CHOICE GAME AREA RELATIVELY INACCESSABLE. THIS AREA HAS MANY ACCIDENTS AS A RESULT. THE RWY IS 1200 FT MSL. THERE ARE NO WIND DIRECTION INDICATORS. THERE IS A SLIGHT UPGRADE TO THE SOUTH. THE PLT SAID HE WAS NOT ABLE TO KEEP THE ACFT RIGHT SIDE UP DURING THE ROLL ON THE 600 FT LONG CLEARING. ACCORDING TO HIM THERE ARE HAZARDS OFF BOTH SIDES OF THE 40 FT WIDE CLEARING. HE RECOMMENDED NOT LANDING AT THIS LOCATION.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING - ROLL

Findings

1. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - INADEQUATE
2. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND
3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. (C) GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2: NOSE OVER
Phase of Operation: LANDING - ROLL

Findings

5. (F) TERRAIN CONDITION - SOFT
6. (F) TERRAIN CONDITION - ROUGH/UNEVEN

Factual Information

Pilot Information

Certificate:	Private	Age:	39, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	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 28, 1983
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	750 hours (Total, all aircraft), 750 hours (Total, this make and model), 700 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CHAMPION	Registration:	N8380V
Model/Series:	7GCBC 7GCBC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	70
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	May 4, 1984 Annual	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2662 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-320-A2B
Registered Owner:	TOMOTHY J. BUCKLEY	Rated Power:	150 Horsepower
Operator:	TIMOTHY J BUCKLEY	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:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	30 miles
Lowest Ceiling:	Broken / 6000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	16°C / 10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	FAIRBANKS , AK (PII)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	GOLD GREEK	Runway Surface Type:	Gravel
Airport Elevation:	1200 ft msl	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	600 ft / 40 ft	VFR Approach/Landing:	Full stop;Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	63.680469,-150.030532(est)

Administrative Information

Investigator In Charge (IIC): Stella, Marc

Additional Participating Persons: RICHARD D PARROTTINO;

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=4304>

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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](#).