



Aviation Investigation Final Report

Location:	Nixon, Nevada	Accident Number:	LAX01LA230
Date & Time:	June 30, 2001, 17:45 Local	Registration:	N8638V
Aircraft:	Bellanca 8GCBC	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The accident tow plane pilot intended to recover a glider that had made an off site landing on a hard gravel road. The glider's ground crew had positioned the glider about midway on the road, which was 4,000 feet long. The tow plane pilot's approach was slightly faster than intended, and the airplane landed long on the downhill road, with a slight tailwind. Also, the pilot misjudged the available stopping distance. As the tow plane approached the stationary glider, the pilot applied heavy breaks to decelerate, and the tow plane nosed over.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to attain the proper touchdown point and his misjudged distance/speed during landing rollout. Factors were the tailwind condition and the downhill landing area.

Findings

Occurrence #1: NOSE OVER
Phase of Operation: LANDING - ROLL

Findings

1. (F) WEATHER CONDITION - TAILWIND
2. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
3. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - DOWNHILL
4. (C) DISTANCE/SPEED - MISJUDGED - PILOT IN COMMAND

Factual Information

On June 30, 2001, about 1745 Pacific daylight time, a Bellanca 8GCBC, N8638V, operated by the Nevada Soaring Association, Inc., Reno, Nevada, nosed over during landing rollout on a road near Nixon, Nevada. The airplane was substantially damaged, and the commercial certificated pilot was not injured. Visual meteorological conditions prevailed, and no flight plan was filed. The flight was performed under 14 CFR Part 91, and originated from Sparks, Nevada, about 1730.

The tow plane pilot stated to the National Transportation Safety Board investigator that he planned to land on the road to pickup a glider, which had previously landed there. The ground crew indicated via radio that the road was long enough for him to land. The pilot stated to the investigator that his approach may have been slightly fast, and he touched down long on the downhill road with a slight tailwind. He also may have also misjudged the available stopping distance. As the tow plane approached the stationary glider, the pilot applied heavy breaks, and the tow plane nosed over.

In the pilot's completed report he indicated that when he landed on the hard gravel road heading 180 degrees, the wind was from 300 degrees, at 5 knots. He also indicated that because the glider's ground crew had parked the glider in the middle of the road, the available 4,000-foot-long road landing area was reduced to about 2,000 feet.

Pilot Information

Certificate:	Commercial; Flight instructor; Military	Age:	68, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Glider	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	April 9, 2001
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	April 8, 2000
Flight Time:	10000 hours (Total, all aircraft), 700 hours (Total, this make and model), 10000 hours (Pilot In Command, all aircraft), 75 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 10 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Bellanca	Registration:	N8638V
Model/Series:	8GCBC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	162-75
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	2150 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-360-C2E
Registered Owner:	Nevada Soaring Association, Inc.	Rated Power:	180 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	RNO,4412 ft msl	Distance from Accident Site:	26 Nautical Miles
Observation Time:	17:56 Local	Direction from Accident Site:	232°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Broken / 22000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	15 knots / 23 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.02 inches Hg	Temperature/Dew Point:	32°C / 3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	SPARKS, NV (NV23)	Type of Flight Plan Filed:	None
Destination:	Nixon, NV	Type of Clearance:	None
Departure Time:	17:30 Local	Type of Airspace:	Class G

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:	39.834167,-119.354164

Administrative Information

Investigator In Charge (IIC):	Pollack, Wayne
Additional Participating Persons:	Lewis Benton, Jr.; FAA Flt Standards Dist Office; Reno, NV
Original Publish Date:	February 25, 2003
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=52601

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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](#).