



Aviation Investigation Final Report

Location:	Fairbanks, Alaska	Accident Number:	ANC02LA088
Date & Time:	August 1, 2002, 16:00 Local	Registration:	N53828
Aircraft:	Bellanca 8GCBC	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that during the landing roll on a remote gravel airstrip, he was unable to maintain directional control, and decided to abort the landing. Shortly after applying full power and becoming airborne, he made a left turn to avoid a cabin, and the main landing gear encountered willows, pulling the airplane further to the left. The pilot said he elected to crash the airplane between two trees instead of attempting to turn away or climb over them. He subsequently reduced power and hit the trees. The airplane received substantial damage to the wings, fuselage and empennage. The pilot said there were no preimpact mechanical anomalies with the airplane.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain directional control of the airplane during the landing roll, which precipitated an aborted landing, and subsequent collision with trees.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - ABORTED

Findings

2. TERRAIN CONDITION - HIGH VEGETATION

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: LANDING - ABORTED

Findings

3. OBJECT - TREE(S)

Factual Information

On August 1, 2002, about 1600 Alaska daylight time, a tundra-tire equipped Bellanca 8GCBC airplane, N53828, sustained substantial damage during an aborted landing when it collided with terrain at a remote gravel airstrip 45 miles north-northwest of Fairbanks, Alaska. The airplane was being operated as a visual flight rules (VFR) personal flight under Title 14, CFR Part 91, when the accident occurred. The certificated private pilot, and the sole passenger, were not injured. Visual meteorological conditions prevailed, and no flight plan was filed. The flight originated at the Fairbanks International Airport, Fairbanks, about 1430.

In a written statement to the National Transportation Safety Board, the pilot reported that the airplane had just touched down on the Beaver Creek airstrip when the nose of the airplane went to the right, and then pulled hard to the left. He elected to abort the landing, and soon after becoming airborne, made a left turn to avoid a cabin at the end of the airstrip. During the left turn the airplane's landing gear collided with willows, which pulled the airplane further to the left. The airplane then bounced in a gravel stream bed, but kept flying. The pilot said he elected to aim between two trees and make a controlled crash at low speed instead of attempting to turn away from the trees or attempt to climb over them. He subsequently reduced power and collided with the trees, resulting in substantial damage to the wings, fuselage and empennage.

The pilot reported that there were no preimpact mechanical anomalies with the airplane.

Pilot Information

Certificate:	Private	Age:	57, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	September 4, 2001
Occupational Pilot:	No	Last Flight Review or Equivalent:	July 5, 2002
Flight Time:	1420 hours (Total, all aircraft), 80 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Bellanca	Registration:	N53828
Model/Series:	8GCBC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	185-75
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	July 19, 2002 Annual	Certified Max Gross Wt.:	2150 lbs
Time Since Last Inspection:	10 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1650 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-360-E2E
Registered Owner:	Ralph Seekins	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:	PAFA,434 ft msl	Distance from Accident Site:	45 Nautical Miles
Observation Time:	16:53 Local	Direction from Accident Site:	300°
Lowest Cloud Condition:	Scattered / 20000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.36 inches Hg	Temperature/Dew Point:	24°C / 2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Fairbanks, AK (PAFA)	Type of Flight Plan Filed:	None
Destination:	Fairbanks, AK	Type of Clearance:	None
Departure Time:	14:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	Beaver Creek	Runway Surface Type:	Gravel
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	65.471389,-147.673614

Administrative Information

Investigator In Charge (IIC):	Lewis, Lawrence
Additional Participating Persons:	Donald C Nelson; FAA Fairbanks FSDO-01; Fairbanks, AK
Original Publish Date:	April 18, 2003
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=55362

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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](#).