



Aviation Investigation Final Report

Location:	SALUDA, Virginia	Accident Number:	ATL83LA371
Date & Time:	September 15, 1983, 13:45 Local	Registration:	N5070N
Aircraft:	BELLANCA 8KCAB	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

THE ACFT LANDED OFF THE RWY AND CARTWHEELED INTO THE TIEDOWN AREA AFTER THE PLT LOST CONTROL DURING LANDING. THE PLT SAID THE WIND SHIFTED WHILE HE WAS ON FINAL APPROACH. HE COMPENSATED WITH POWER AND RUDDER BUT DOES NOT RECALL HIS AIRSPEED. THE ACFT SNAPPED TO THE LEFT AND CONTACTED THE GROUND LEFT WING FIRST THEN CARTWHEELED AND CAME TO REST UPRIGHT IN THE TIE-DOWN AREA. A WITNESS SAID THE ACFTS TAIL WAS ABNORMALLY LOW ON FINAL APPROACH. HE HEARD THE ACFTPOWER COME ON JUST BEFORE IT ROLLED TO THE LEFT AT ABOUT 20 TO 30 FT AGL.

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 - IN FLIGHT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. (C) AIRSPEED - BELOW - PILOT IN COMMAND
4. (C) PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND

- 5. (C) STALL - NOT CORRECTED - PILOT IN COMMAND
- 6. (C) PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #2: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

Pilot Information

Certificate:	Private	Age:	38, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	March 8, 1983
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	230 hours (Total, all aircraft), 70 hours (Total, this make and model), 14 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELLANCA	Registration:	N5070N
Model/Series:	8KCAB 8KCAB	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Aerobatic	Serial Number:	614-80
Landing Gear Type:	Tailwheel	Seats:	3
Date/Type of Last Inspection:	April 12, 1983 Annual	Certified Max Gross Wt.:	1800 lbs
Time Since Last Inspection:	41 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	130 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	AEIO-360-H1A
Registered Owner:	ARTHUR T. KOPF	Rated Power:	180 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:	PHF ,43 ft msl	Distance from Accident Site:	32 Nautical Miles
Observation Time:	12:50 Local	Direction from Accident Site:	180°
Lowest Cloud Condition:	Scattered / 4000 ft AGL	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	25°C / 9°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	WESTERLY , RI (WST)	Type of Flight Plan Filed:	None
Destination:	(W75)	Type of Clearance:	None
Departure Time:	10:45 Local	Type of Airspace:	Class G

Airport Information

Airport:	HUMMEL FIELD W75	Runway Surface Type:	Asphalt
Airport Elevation:	30 ft msl	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	2500 ft / 45 ft	VFR Approach/Landing:	Full stop;Traffic pattern

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:	37.600811,-76.589668(est)

Administrative Information

Investigator In Charge (IIC): Drake, John

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=6207>

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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](#).