



Aviation Investigation Final Report

Location:	Chugiak, Alaska	Accident Number:	ANC08LA082
Date & Time:	June 19, 2008, 20:30 Local	Registration:	N1163E
Aircraft:	Bellanca 7GCBC	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The pilot, seated in the front seat of a tailwheel and tundra tire-equipped airplane, landed on the edge of an asphalt portion of the runway, and then rolled onto a gravel portion of the runway. At that time, the airplane immediately veered about 45 degrees to the left. He applied right rudder and right aileron, but no directional correction occurred. The flight instructor reported that as the pilot was applying right aileron control input, he put hand pressure on the rear control stick to the right, but he noted that the pilot already had full right control deflection. The pilot applied full power to abort the landing, but then decided to pull the engine power to idle. The airplane departed the left side of the runway and collided with a berm. The pilot did not have a tailwheel endorsement. A certificated flight instructor who had a tailwheel endorsement, was seated in the rear seat of the airplane, but was unable to gain control of the airplane before it struck the berm.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The flight instructor's lack of remedial action to maintain directional control of the airplane during the landing roll, which resulted in a collision with a berm. Contributing to the accident was the pilot's failure to maintain aircraft control, and his lack of tailwheel experience.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Qualification/certification - Pilot
Personnel issues	Aircraft control - Pilot
Personnel issues	Incomplete action - Instructor/check pilot

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Takeoff	Runway excursion
Takeoff-rejected takeoff	Collision with terr/obj (non-CFIT)

On June 19, 2008, about 2030 Alaska daylight time, a tailwheel and tundra tire-equipped Bellanca 7GCBC airplane, N1163E, sustained substantial damage when it veered off the runway, and collided with a berm while landing at the Birchwood Airport, Chugiak, Alaska. The airplane was being operated as a visual flight rules (VFR) local area instructional flight under Title 14, CFR Part 91, when the accident occurred. The airplane, utilized by several local pilots belonging to the Knik Flying Club, Chugiak, was operated by the pilot. The private certificated pilot, and the certificated flight instructor, were not injured. Visual meteorological conditions prevailed, and no flight plan was filed.

During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC), on June 20, the pilot reported that he was landing on runway 19L, which is 50 feet wide. The first 600 feet of the runway has an asphalt surface. The pilot said he landed on the edge of the asphalt portion, and then rolled onto the gravel portion. At that time, the airplane immediately veered about 45 degrees to the left. He applied right rudder and right aileron, but no directional correction occurred. He applied full power to abort the landing, but then decided to pull the engine power to idle. The flight instructor reported that as the pilot was applying right aileron control input, he put hand pressure on the rear control stick to the right, but he noted that the pilot already had full right control deflection.

The airplane departed the left side of the runway and collided with a berm. The left wing received minor damage, and the left main landing gear strut was bent upward.

At 2036, an aviation routine weather report (METAR) at the Birchwood Airport was reporting, in part: Wind, 230 degrees (true) at 8 knots; visibility, 10 statute miles; clouds and sky condition, 6,000 feet overcast; temperature, 57 degrees F; dew point, 46 degrees F; altimeter, 30.09 inHg.

On July 3, an FAA certificated mechanic reported that the airplane received minor damage to the left wingtip, twisting of the fuselage at the tailwheel, a broken tailwheel spring, and structural damage to the forward left wing lift strut.

The pilot, seated in the front seat, was issued a private pilot certificate about 3 months before the accident, and indicated that he had about 60 total hours. He did not have a tailwheel endorsement. The flight instructor, seated in the rear seat, indicated that he had a tailwheel endorsement.

Flight instructor Information

Certificate:	Commercial; Flight instructor	Age:	41, 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:	Yes
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	April 6, 2006
Occupational Pilot:	No	Last Flight Review or Equivalent:	March 19, 2006
Flight Time:	1121 hours (Total, all aircraft), 5 hours (Total, this make and model), 1047 hours (Pilot In Command, all aircraft), 2 hours (Last 90 days, all aircraft)		

Student pilot Information

Certificate:	Private	Age:	41, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	June 5, 2007
Occupational Pilot:	No	Last Flight Review or Equivalent:	March 19, 2008
Flight Time:	58 hours (Total, all aircraft), 31 hours (Total, this make and model), 21 hours (Pilot In Command, all aircraft), 2 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Bellanca	Registration:	N1163E
Model/Series:	7GCBC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	987-77
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	100 hour	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:	20 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-0320A2D
Registered Owner:	N1163E LLC	Rated Power:	150 Horsepower
Operator:	Randy Coyne	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	PABV,83 ft msl	Distance from Accident Site:	
Observation Time:	20:36 Local	Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Overcast / 6000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.09 inches Hg	Temperature/Dew Point:	14°C / 8°C
Precipitation and Obscuration:			
Departure Point:	Chugiak, AK (PABV)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	VFR
Departure Time:	20:30 Local	Type of Airspace:	

Airport Information

Airport:	Birchwood PABV	Runway Surface Type:	Asphalt;Gravel
Airport Elevation:	83 ft msl	Runway Surface Condition:	Dry
Runway Used:	19L	IFR Approach:	None
Runway Length/Width:	1802 ft / 50 ft	VFR Approach/Landing:	Touch and go

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	61.41611,-149.508331

Administrative Information

Investigator In Charge (IIC):	Erickson, Scott
Additional Participating Persons:	Roy Mann; FAA-AL FAI FSDO 01; Fairbanks, AK
Original Publish Date:	December 11, 2008
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=68360

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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](#).