



# Aviation Investigation Final Report

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<b>Location:</b>	Northway, Alaska	<b>Accident Number:</b>	ANC08CA103
<b>Date &amp; Time:</b>	August 9, 2008, 14:30 Local	<b>Registration:</b>	N2975Q
<b>Aircraft:</b>	Bellanca 8GCBC	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Landing gear collapse	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

The pilot was landing a tailwheel-equipped airplane at an off airport site, adjacent to a small stream. He said that he approached the site from an upstream direction, and during touchdown the airplane landed hard, bounced, and he aborted the landing. During the second landing, he approached the site from a downstream direction, and during the landing roll, he discovered that the airplane's tailwheel was missing. The airplane sustained substantial damage to the fuselage. In his written report to the NTSB the pilot noted that after landing, he discovered that there was a slight breeze from an upstream direction. The pilot reported that there were no preaccident mechanical anomalies with the airplane. In the recommendation part of his written report, the pilot noted that the accident might have been prevented if he had taken more time to verify runway and wind conditions before landing, and operated the airplane at a lower gross weight.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate evaluation of weather conditions while landing, which resulted in a hard landing. A factor contributing to the accident was a tailwind.

## Findings

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<b>Personnel issues</b>	(general) - Pilot
<b>Environmental issues</b>	Tailwind - Awareness of condition
<b>Aircraft</b>	Nose/tail landing gear - Failure

## Factual Information

### History of Flight

Landing-flare/touchdown	Hard landing
Landing-flare/touchdown	Landing gear collapse (Defining event)

### Pilot Information

Certificate:	Commercial	Age:	50, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	March 17, 2008
Occupational Pilot:	No	Last Flight Review or Equivalent:	February 23, 2008
Flight Time:	1638 hours (Total, all aircraft), 1188 hours (Total, this make and model), 1478 hours (Pilot In Command, all aircraft), 7 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	Bellanca	Registration:	N2975Q
Model/Series:	8GCBC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	346-80
Landing Gear Type:	Tailwheel	Seats:	3
Date/Type of Last Inspection:	February 12, 2008 Annual	Certified Max Gross Wt.:	2150 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3141 Hrs as of last inspection	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-360 SERIES
Registered Owner:	WORKER TIMOTHY M	Rated Power:	180 Horsepower
Operator:	WORKER TIMOTHY M	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Few / 2000 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Broken / 3400 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.78 inches Hg	<b>Temperature/Dew Point:</b>	10°C / 6°C
<b>Precipitation and Obscuration:</b>	Light - Showers - Rain		
<b>Departure Point:</b>	Northway, AK (ORT)	<b>Type of Flight Plan Filed:</b>	Unknown
<b>Destination:</b>	Northway, AK	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	13:55 Local	<b>Type of Airspace:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	62.216667,-141.399993(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Johnson, Clinton
<b>Additional Participating Persons:</b>	Mark Smith; Federal Aviation Administration; Fairbanks, AK
<b>Original Publish Date:</b>	December 11, 2008
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=69172">https://data.nts.gov/Docket?ProjectID=69172</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).