



Aviation Investigation Final Report

Location:	Fairbanks, Alaska	Accident Number:	ANC08CA117
Date & Time:	August 31, 2008, 18:00 Local	Registration:	N2981M
Aircraft:	Bellanca 8GCBC	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The student pilot was landing on Runway 06, a 4,600 foot-long, by 80 feet wide gravel and partially paved runway. In the student pilot's written statement to the NTSB, he reported that he elected to land on the gravel-covered part of the runway, which was on the left side of the runway. During touchdown, the airplane bounced, and he attempted to recover, but the airplane drifted to the left, and the left wing struck tall brush. The airplane pivoted to the left, and the right wing struck the ground, sustaining substantial damage to the right wing, right aileron, and fuselage. The student pilot reported that there were no preaccident mechanical anomalies with the airplane. At the time of the accident the closest weather observation facility, about 2 miles west of the accident site, was reporting winds as 110 degrees at 6 knots.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The student pilot's inadequate recovery from a bounced landing.

Findings

Personnel issues	Incorrect action performance - Student/instructed pilot
Aircraft	Directional control - Not attained/maintained

Factual Information

History of Flight

Landing	Abnormal runway contact
Landing	Loss of control in flight (Defining event)
Landing	Collision with terr/obj (non-CFIT)

Student pilot Information

Certificate:	Student	Age:	42, Male
Airplane Rating(s):	None	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	June 10, 2008
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	25 hours (Total, all aircraft), 25 hours (Total, this make and model), 8 hours (Pilot In Command, all aircraft), 24 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Bellanca	Registration:	N2981M
Model/Series:	8GCBC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	360-80
Landing Gear Type:	Tailwheel	Seats:	3
Date/Type of Last Inspection:	May 5, 2008 Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:	25 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1684.7 Hrs as of last inspection	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-360
Registered Owner:	David Whitmer & Jeff Wall	Rated Power:	180 Horsepower
Operator:	Dave Whitmer	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	FAI,434 ft msl	Distance from Accident Site:	2 Nautical Miles
Observation Time:	17:53 Local	Direction from Accident Site:	270°
Lowest Cloud Condition:	Few / 6000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	110°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.72 inches Hg	Temperature/Dew Point:	21°C / 1°C
Precipitation and Obscuration:			
Departure Point:	Fairbanks, AK (MTF)	Type of Flight Plan Filed:	None
Destination:	Fairbanks, AK (MTF)	Type of Clearance:	None
Departure Time:	16:00 Local	Type of Airspace:	

Airport Information

Airport:	Metro Field Airport MTF	Runway Surface Type:	Gravel
Airport Elevation:	432 ft msl	Runway Surface Condition:	Dry
Runway Used:	06	IFR Approach:	None
Runway Length/Width:	4600 ft / 80 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	64.806945,-147.762496(est)

Administrative Information

Investigator In Charge (IIC): Johnson, Clinton

Additional Participating Persons:

Original Publish Date: December 11, 2008

Last Revision Date:

Investigation Class: [Class](#)

Note: This accident report documents the factual circumstances of this accident as described to the NTSB.

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=69176>

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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](#).