



Aviation Investigation Final Report

Location:	ELIZABETHTON, Tennessee	Accident Number:	ATL88LA170
Date & Time:	May 10, 1988, 13:55 Local	Registration:	N8641V
Aircraft:	BELLANCA 8GCBC	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

THE FLT WAS BEING ACCOMPLISHED TO REFAMILIARIZE THE COMMERCIAL PLT WITH THE AIRPLANE PRIOR TO COMPLETING THE REMAINDER OF THE TRAINING CURRICULUM. ONE TAKEOFF AND LDG HAD BEEN COMPLETED WITHOUT INCIDENT. DURING THE SECOND APPROACH TO LANDING, IT WAS RELATED THAT THE APCH WAS NORMAL WITH THE AIRSPEED SOMEWHAT ABOVE 1.3VS. THE STUDENT FLARED THE ACFT TO A THREE POINT ATTITUDE AND THE WHEELS EITHER TOUCHED DOWN OR BRUSHED THE RUNWAY. AT THIS POINT, THE RIGHT WING WAS PICKED UP AND COULD NOT BE CONTROLLED BY USE OF THE AILERONS. THE ACFT TURNED ABOUT 45 DEG TO THE RWY AND FULL POWER WAS APPLIED. THE WHEELS COLLIDED WITH A 4 1/2 TO 5 FT RISE IN THE GROUND AND TURNED BACK TOWARD THE RWY. THE LEFT MAIN GEAR COLLAPSED AND THE LEFT WING SPARS WERE BROKEN. NO INJURIES WERE REPORTED.

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: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (F) WEATHER CONDITION - GUSTS
3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
4. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - DUAL STUDENT
5. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

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

Findings

6. TERRAIN CONDITION - DIRT BANK/RISING EMBANKMENT

Factual Information

Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	49, 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 multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	April 1, 1988
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	14816 hours (Total, all aircraft), 597 hours (Total, this make and model), 14509 hours (Pilot In Command, all aircraft), 146 hours (Last 90 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELLANCA	Registration:	N8641V
Model/Series:	8GCBC 8GCBC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	163-75
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	February 19, 1988 Annual	Certified Max Gross Wt.:	1800 lbs
Time Since Last Inspection:	64 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3371 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-360-C2E
Registered Owner:	MOODY BIBLE INST. OF CHICAGO	Rated Power:	180 Horsepower
Operator:	MOODY BIBLE INSTITUTE-CHICAGO	Operating Certificate(s) Held:	On-demand air taxi (135)
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:	TRI ,1519 ft msl	Distance from Accident Site:	13 Nautical Miles
Observation Time:	13:53 Local	Direction from Accident Site:	304°
Lowest Cloud Condition:	Unknown	Visibility	20 miles
Lowest Ceiling:	Broken / 3800 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	22°C / 14°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	13:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	ELIZABETHTON 0A9	Runway Surface Type:	Asphalt
Airport Elevation:	1585 ft msl	Runway Surface Condition:	Dry
Runway Used:	24	IFR Approach:	None
Runway Length/Width:	4000 ft / 75 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	36.329238,-82.230583(est)

Administrative Information

Investigator In Charge (IIC):	Stiner, Walter
Additional Participating Persons:	GERALD RAGLAND; NASHVILLE , TN
Original Publish Date:	September 25, 1989
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=7758

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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](#).