



Aviation Investigation Final Report

Location:	Kantishna, Alaska	Accident Number:	ANC11CA066
Date & Time:	July 18, 2011, 16:00 Local	Registration:	N5043N
Aircraft:	Bellanca 8GCBC	Aircraft Damage:	Substantial
Defining Event:	Nose over/nose down	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot was performing a low reconnaissance pass over an area to determine its suitability for landing. He decided to lightly drag the airplane's main landing gear wheels on the landing surface to check for roughness, but the wheels settled into soft terrain, and the airplane nosed over, resulting in substantial damage to the vertical stabilizer. The pilot reported no mechanical anomalies that would have precluded normal operation.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate decision to make contact with an unsuitable landing surface, resulting in a nose over.

Findings

Personnel issues	Decision making/judgment - Pilot
Environmental issues	Soft surface - Contributed to outcome

Factual Information

History of Flight

Maneuvering-low-alt flying	Collision with terr/obj (non-CFIT)
Other	Nose over/nose down (Defining event)

Pilot Information

Certificate:	Commercial	Age:	47, 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:	April 1, 2011
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	January 15, 2011
Flight Time:	2457 hours (Total, all aircraft), 1306 hours (Total, this make and model), 2406 hours (Pilot In Command, all aircraft), 209 hours (Last 90 days, all aircraft), 131 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Bellanca	Registration:	N5043N
Model/Series:	8GCBC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	302-79
Landing Gear Type:	Tailwheel	Seats:	3
Date/Type of Last Inspection:	May 1, 2011 Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:	50 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	17556 Hrs as of last inspection	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-360
Registered Owner:	On file	Rated Power:	180 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	20 miles
Lowest Ceiling:	Broken / 5000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Kantishna, AK (5Z5)	Type of Flight Plan Filed:	None
Destination:	Kantishna, AK	Type of Clearance:	None
Departure Time:	15:15 Local	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	1 None	Latitude, Longitude:	63.780815,-148.519866(est)

Administrative Information

Investigator In Charge (IIC):	Shaver, Christopher
Additional Participating Persons:	Corey Howlett; FAA Anchorage FSDO; Anchorage, AK
Original Publish Date:	October 20, 2011
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=81176

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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](#).