



Aviation Investigation Final Report

Location:	Seward, Alaska	Accident Number:	ANC13CA039
Date & Time:	April 28, 2013, 12:05 Local	Registration:	N88266
Aircraft:	Bellanca 8GCBC	Aircraft Damage:	Substantial
Defining Event:	Nose over/nose down	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot was landing a tailwheel-equipped airplane on a soft tidal beach. Before the attempted landing, the pilot circled the beach about 700 feet above ground level and thought it looked suitable for landing. During a second low pass, he allowed the main wheels and tailwheel to touch down to determine how soft the surface was, and he believed the surface was firm. During the landing roll, the main landing gear contacted an area of soft sand, and the airplane nosed over, resulting in substantial damage to the left lift strut and rudder. The pilot indicated that there were no preaccident 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 decision to land on an unsuitable landing surface, which resulted in a nose over.

Findings

Personnel issues	Decision making/judgment - Pilot
Environmental issues	(general) - Contributed to outcome

Factual Information

History of Flight

Landing-landing roll	Nose over/nose down (Defining event)
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Pilot Information

Certificate:	Private	Age:	56, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	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:	May 20, 2011
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	3150 hours (Total, all aircraft), 400 hours (Total, this make and model), 3090 hours (Pilot In Command, all aircraft), 8 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Bellanca	Registration:	N88266
Model/Series:	8GCBC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	100-74
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	December 27, 2012 Annual	Certified Max Gross Wt.:	2100 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1726 Hrs at time of accident	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	O&VO-360 SER
Registered Owner:	KRAXBERGER RICK R	Rated Power:	180 Horsepower
Operator:	KRAXBERGER RICK R	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:	Clear	Visibility	100 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	340°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Soldotna, AK (SXQ)	Type of Flight Plan Filed:	VFR
Destination:	Seward, AK	Type of Clearance:	None
Departure Time:		Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	60.126945,-149.418884(est)

Administrative Information

Investigator In Charge (IIC):	Banning, David
Additional Participating Persons:	Federal Aviation Administration; Anchorage, AK
Original Publish Date:	July 29, 2013
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=86775

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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](#).