



# Aviation Investigation Final Report

<b>Location:</b>	Port Alsworth, Alaska	<b>Accident Number:</b>	ANC14CA090
<b>Date &amp; Time:</b>	September 29, 2014, 16:00 Local	<b>Registration:</b>	N2976M
<b>Aircraft:</b>	Bellanca 8GCBC	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Abnormal runway contact	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot was landing at a remote, off airport site in a tailwheel-equipped airplane. He stated that he made two low passes over the airstrip and was making a full stop landing on the third pass. During the landing he stated the airplane bounced, and he attempted to abort the landing. During the aborted landing a gust of wind picked up the left wing and the right wing contacted terrain. The airplane sustained substantial damage to both wings and the fuselage. The pilot stated that there were no preaccident mechanical anomalies with the airplane 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 pilots failure to maintain control of the airplane during an aborted landing in gusty wind conditions.

## Findings

<b>Personnel issues</b>	Aircraft control - Pilot
<b>Aircraft</b>	Lateral/bank control - Not attained/maintained
<b>Environmental issues</b>	Gusts - Effect on operation

## Factual Information

### History of Flight

<b>Landing</b>	Abnormal runway contact (Defining event)
<b>Landing-aborted after touchdown</b>	Other weather encounter
<b>Landing-aborted after touchdown</b>	Collision with terr/obj (non-CFIT)

### Pilot Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	31
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	5-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	March 17, 2014
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	May 16, 2014
<b>Flight Time:</b>	1110.5 hours (Total, all aircraft), 241.1 hours (Total, this make and model), 1063.4 hours (Pilot In Command, all aircraft), 321 hours (Last 90 days, all aircraft), 77.5 hours (Last 30 days, all aircraft), 6.5 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Bellanca	<b>Registration:</b>	N2976M
<b>Model/Series:</b>	8GCBC NO SERIES	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1980	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	347-80
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	November 17, 2013 Annual	<b>Certified Max Gross Wt.:</b>	2150 lbs
<b>Time Since Last Inspection:</b>	85 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1999.8 Hrs as of last inspection	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	C91A installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O&VO-360 SER
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	0 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	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>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	25 knots / 30 knots	<b>Turbulence Type Forecast/Actual:</b>	/ Terrain-Induced
<b>Wind Direction:</b>	360°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.13 inches Hg	<b>Temperature/Dew Point:</b>	1°C / -1°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Port Alsworth, AK (AK51)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Port Alsworth, AK	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<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>	60.200603,-154.280151(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Hoidal, Millicent
<b>Additional Participating Persons:</b>	Jack Devlin; FAA Anchorage FSDO; Anchorage, AK
<b>Original Publish Date:</b>	November 13, 2014
<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=90298">https://data.nts.gov/Docket?ProjectID=90298</a>

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