



# Aviation Investigation Final Report

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<b>Location:</b>	Freemont Island, Utah	<b>Accident Number:</b>	GAA16CA341
<b>Date &amp; Time:</b>	June 20, 2016, 10:30 Local	<b>Registration:</b>	N8SF
<b>Aircraft:</b>	Bellanca 8KCAB	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

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## Analysis

The flight instructor in the tailwheel-equipped airplane reported that he was demonstrating flight maneuvers to the passenger when the oil filler cowl door unlatched in flight. The flight instructor reported that he feared for their safety, decided to land as soon as possible, and overflew a nearby island airstrip to verify wind direction and identify potential obstacles. During the precautionary landing on the 2,000 foot long by 15 foot wide airstrip, the flight instructor reported that as the airplane slowed and the tailwheel was lowered to the ground, the airplane encountered a wind gust from the left, and the airplane drifted to the right side of the narrow runway. The flight instructor reported that, "it became clear that I could not keep the aircraft on the runway surface, I initiated a go-around." During the aborted landing, the right main landing gear impacted an unknown object, which slowed the airplane's momentum, and the airplane settled to the ground and slid to a stop on the fuselage. The airplane sustained substantial damage to the horizontal stabilizer cables and the right aileron.

Inspection of the oil filler cowl latch was conducted by the Federal Aviation Administration Aviation Safety Inspector assigned to this accident and he found no failure or degradation of the locking mechanism or the latch assembly.

Meteorological conditions reported for the airstrip where the accident occurred, reported that about the time of the accident the wind was out of the north-northeast at 7 knots gusting to 9 knots. The flight instructor was landing to the southeast.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The flight instructor's failure to maintain directional control during the landing roll, resulting in an impact with an unknown object during aborted landing and consequent ground impact.

## Findings

<b>Aircraft</b>	Directional control - Not attained/maintained
<b>Personnel issues</b>	Aircraft control - Instructor/check pilot
<b>Environmental issues</b>	Gusts - Ability to respond/compensate
<b>Environmental issues</b>	Gusts - Effect on equipment

## Factual Information

### History of Flight

<b>Maneuvering</b>	Sys/Comp malf/fail (non-power)
<b>Landing</b>	Loss of control on ground (Defining event)
<b>Landing-aborted after touchdown</b>	Collision with terr/obj (non-CFIT)

### Pilot Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	28, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<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 1 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	January 4, 2016
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	May 6, 2016
<b>Flight Time:</b>	475 hours (Total, all aircraft), 5 hours (Total, this make and model), 390 hours (Pilot In Command, all aircraft), 100 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Passenger Information

<b>Certificate:</b>		<b>Age:</b>	Male
<b>Airplane Rating(s):</b>		<b>Seat Occupied:</b>	Rear
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	5-point
<b>Instrument Rating(s):</b>		<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>		<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>			

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Bellanca	<b>Registration:</b>	N8SF
<b>Model/Series:</b>	8KCAB NO SERIES	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1972	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	59-73
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	February 25, 2016 100 hour	<b>Certified Max Gross Wt.:</b>	1800 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2422.2 Hrs at time of accident	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-320
<b>Registered Owner:</b>	JASON CLARK	<b>Rated Power:</b>	160 Horsepower
<b>Operator:</b>	Bountiful Flight	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>	Bountiful Flight School	<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	4195 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	16:30 Local	<b>Direction from Accident Site:</b>	200°
<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>	7 knots / 9 knots	<b>Turbulence Type Forecast/Actual:</b>	/ None
<b>Wind Direction:</b>	330°	<b>Turbulence Severity Forecast/Actual:</b>	/ N/A
<b>Altimeter Setting:</b>	25.12 inches Hg	<b>Temperature/Dew Point:</b>	30°C / 2°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Woods Cross, UT (BTF )	<b>Type of Flight Plan Filed:</b>	
<b>Destination:</b>	Woods Cross, UT (BTF )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	10:00 Local	<b>Type of Airspace:</b>	Class G

## 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>	41.154724,-112.330001(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Hicks, Michael
<b>Additional Participating Persons:</b>	Robert D Lesitsky; FAA; Salt Lake City, UT
<b>Original Publish Date:</b>	December 5, 2016
<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=93486">https://data.nts.gov/Docket?ProjectID=93486</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).