



Aviation Investigation Final Report

Location:	Fairbanks, Alaska	Accident Number:	GAA17CA001
Date & Time:	October 1, 2016, 13:46 Local	Registration:	N8922
Aircraft:	Bellanca 7GCBC	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

According to the pilot of the tailwheel-equipped airplane, during the approach, he applied carburetor heat, set airspeed to 70 knots, and set the flaps to 1 notch less than full. He reported that the flare and touchdown on the gravel runway was "very smooth." However, he recalled that, when the tailwheel contacted the ground, the right wing ascended, and the left wing dragged across the ground. The pilot reported that the left wing strut failed and that the airplane nosed over and came to rest on the gravel runway. Additionally, the pilot noted that, after the accident, the wind sock indicated a direct crosswind from the right and varied between three-quarters to completely full.

However, postaccident photographs of the airplane revealed that the airplane's left wing sustained damage to its top side. The bottom side of the left wing, the wing tip, and the wing strut revealed no indication of runway contact. The photographs revealed substantial damage to the horizontal stabilizer and the rudder.

The pilot reported that there were no preaccident mechanical malfunctions or failures 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 pilot's improper crosswind correction, which resulted in a loss of pitch control and nose-over.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Pitch control - Not attained/maintained
Aircraft	Crosswind correction - Not attained/maintained
Environmental issues	Crosswind - Effect on equipment

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Nose over/nose down

Pilot Information

Certificate:	Private	Age:	61, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Front
Other Aircraft Rating(s):	Powered-lift	Restraint Used:	5-point
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:	June 7, 2016
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 13, 2016
Flight Time:	(Estimated) 202 hours (Total, all aircraft), 107 hours (Total, this make and model), 144 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Passenger Information

Certificate:		Age:	Female
Airplane Rating(s):		Seat Occupied:	Rear
Other Aircraft Rating(s):		Restraint Used:	4-point
Instrument Rating(s):		Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Bellanca	Registration:	N8922
Model/Series:	7GCBC NO SERIES	Aircraft Category:	Airplane
Year of Manufacture:	1973	Amateur Built:	
Airworthiness Certificate:	Aerobatic; Normal; Utility	Serial Number:	493-73
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	April 27, 2016 Annual	Certified Max Gross Wt.:	1810 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1843 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-320
Registered Owner:	On file	Rated Power:	160 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:	PAFA,432 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	21:53 Local	Direction from Accident Site:	217°
Lowest Cloud Condition:	Few / 9000 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	70°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	29.81 inches Hg	Temperature/Dew Point:	13°C / -3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Fairbanks, AK (FAI)	Type of Flight Plan Filed:	None
Destination:	Fairbanks, AK (FAI)	Type of Clearance:	VFR
Departure Time:		Type of Airspace:	Class D

Airport Information

Airport:	FAIRBANKS INTL FAI	Runway Surface Type:	Gravel
Airport Elevation:	439 ft msl	Runway Surface Condition:	Dry
Runway Used:	20	IFR Approach:	None
Runway Length/Width:	2900 ft / 75 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 1 None	Latitude, Longitude:	64.815002,-147.856384(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Michael
Additional Participating Persons:	Daniel Clark; FAA; Fairbanks , AK
Original Publish Date:	July 5, 2017
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=94129

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