



Aviation Investigation Final Report

Location:	Palmer, Alaska	Accident Number:	GAA19CA155
Date & Time:	March 2, 2019, 12:30 Local	Registration:	N53910
Aircraft:	Champion 8GCBC	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot in the snow ski-equipped airplane reported that, during landing, just before touchdown, he noticed a rock sticking out of the snow near the intended touchdown point. He tried to change the airplane's course to the left, but the left ski contacted the snow when the airplane was not straight with the direction of travel, and the airplane bounced. The right ski then contacted the snow, and the right main landing gear strut failed. The right wing struck the ground, and the airplane came to rest.

The airplane sustained substantial damage to the right wing spar.

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 failure to maintain lateral control during landing, which resulted in the left ski impacting snow and a subsequent bounce and loss of directional control.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Lateral/bank control - Not attained/maintained
Environmental issues	Snow/ice - Effect on operation

Factual Information

History of Flight

Landing-landing roll	Abnormal runway contact
Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Private	Age:	65, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	None None	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	April 8, 2018
Flight Time:	(Estimated) 1035 hours (Total, all aircraft), 488 hours (Total, this make and model), 1035 hours (Pilot In Command, all aircraft), 3 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Champion	Registration:	N53910
Model/Series:	8GCBC No Series	Aircraft Category:	Airplane
Year of Manufacture:	1976	Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	192-76
Landing Gear Type:	Tailwheel; Ski	Seats:	2
Date/Type of Last Inspection:	January 1, 2019 Annual	Certified Max Gross Wt.:	2100 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2161 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	C126 installed, not activated	Engine Model/Series:	O-360 C2E
Registered Owner:	On file	Rated Power:	180 Horsepower
Operator:	On file	Operating Certificate(s) Held:	Agricultural aircraft (137)

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	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-6°C
Precipitation and Obscuration:			
Departure Point:	Wasilla, AK (4AK6)	Type of Flight Plan Filed:	None
Destination:	Palmer, AK	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	61.798053,-149.503326(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Michael
Additional Participating Persons:	Brad Sapp; FAA; Anchorage, AK
Original Publish Date:	November 6, 2019
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=99056

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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](#).