



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	RICHLAND, WA	<b>Accident Number:</b>	SEA96LA109
<b>Date &amp; Time:</b>	06/01/1996, 1830 PDT	<b>Registration:</b>	N88401
<b>Aircraft:</b>	Bellanca 8GCBC	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The pilot stated that he was 'a little hot (short final approximately 62 mph indicated)' on his approach to the 1,000-foot-long gravel airstrip and that he considered, but did not perform, a go-around on two occasions during the approach. When he increased braking in an effort to stop the aircraft on the airstrip, the aircraft's tail came up. With its tail in the air, the aircraft then encountered soft dirt on the left edge of the airstrip and continued over onto its back. The pilot stated in his accident report that a 'go-around could have been made on very short final or immediately upon touch[down].'

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's failure to perform a go-around and his subsequent excessive use of the aircraft brakes. The short airstrip length and the pilot's excessive airspeed for the approach were related factors.

## Findings

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Occurrence #1: NOSE OVER  
Phase of Operation: LANDING - ROLL

### Findings

1. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SHORT RUNWAY/LANDING AREA
2. (F) AIRSPEED - EXCESSIVE - PILOT IN COMMAND
3. (C) GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
4. (C) BRAKES(NORMAL) - EXCESSIVE - PILOT IN COMMAND

## Factual Information

On June 1, 1996, at approximately 1830 Pacific daylight time, a Bellanca 8GCBC, N88401, sustained substantial damage when it nosed over during landing on a private 1,000-foot gravel strip near Richland, Washington. The commercial pilot/owner, who was the aircraft's sole occupant, was not injured. Visual meteorological conditions prevailed at the time of the accident and no flight plan was filed for the 14 CFR 91 flight from Stehekin State Airport, Stehekin, Washington.

The pilot reported:

I made an approach for a landing to the west. Was a little hot (short final approximately 62 mph indicated) and touched down approximately 150-200 feet past the beginning of the strip; I considered a go-around but thought I still had distance remaining to stop....I pulled the flaps to put more load on the wheels and applied brakes; it was not slowing like I thought it should. I considered a go-around at this point but was not certain that I would be able to clear the trees at the west end of the strip, thus I applied more brake at which time the tail came up. Although I...came off the brakes...I was unable to get the tail back down at which point I hit the softer dirt on the left side of the gravel...the aircraft [pitched] farther forward...and then the aircraft continued over onto its back and came to rest.

The pilot stated in his report that the wind sock at the airstrip indicated a right quartering head wind of about 5 knots at the time of the accident. The pilot made the following recommendation in his report as to how the accident could have been prevented: "Go around could have been made on very short final or immediately upon touch[down]."

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	42, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	Glider	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	07/05/1995
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	1645 hours (Total, all aircraft), 225 hours (Total, this make and model), 1412 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	Bellanca	Registration:	N88401
Model/Series:	8GCBC 8GCBC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	122-75
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	07/18/1995, Annual	Certified Max Gross Wt.:	2150 lbs
Time Since Last Inspection:	72 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1663 Hours	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-360-C2E
Registered Owner:	CLAYTON S. KIMBALL	Rated Power:	180 hp
Operator:	CLAYTON S. KIMBALL	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	20 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Light and Variable /	Turbulence Type Forecast/Actual:	/
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	27° C / 7° C
Precipitation and Obscuration:			
Departure Point:	STEHEKIN, WA (6S9)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1545 PDT	Type of Airspace:	

## Airport Information

Airport:	RINEAR (PRIVATE)	Runway Surface Type:	Gravel
Airport Elevation:	410 ft	Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	1000 ft / 10 ft	VFR Approach/Landing:	Full Stop

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	GREGG	NESEMEIER	Report Date:	04/03/1997
Additional Participating Persons:				
Publish Date:				
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.ntsbt.gov/pubdms/">http://dms.ntsbt.gov/pubdms/</a> .			

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).