



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Soldotna, AK	<b>Accident Number:</b>	ANC14CA010
<b>Date &amp; Time:</b>	12/04/2013, 1225 AST	<b>Registration:</b>	N88342
<b>Aircraft:</b>	BELLANCA 7GCBC	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Structural icing	<b>Injuries:</b>	2 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The uncertificated student pilot stated that he had been watching the weather for three days waiting for suitable flying conditions. He checked the automated weather at a nearby airport, and decided that conditions were suitable for flying. He and a passenger then took off on a cross-country flight. During the climb to cruise altitude, the uncertificated student pilot began to notice specks of ice on the windshield. A short time later, ice suddenly began to accumulate rapidly on the airplane, obscuring the windshield. He could see an airstrip ahead and to the left of the airplane, and started a rapid descent to set up for a landing. As he approached the airstrip, he said that he was still too fast and too high to attempt a landing, so he initiated a go-around. During the second landing attempt, he said that the airplane felt very heavy and sluggish, and as he began to slowly decrease the throttle on the landing approach, the airplane began to lose altitude very fast. He attempted a second go-around, but the engine backfired and lost power. He landed the airplane just past the end of the airstrip on a dirt road, but the right wing struck a power line guy wire, and the airplane spun to the right, striking a road sign. The airplane sustained substantial damage to the right wing and empennage. 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 operation of the airplane by the uncertificated student pilot, his failure to recognize conditions conducive to structural icing, and subsequent decision to depart in conditions conducive to structural icing, resulting in a severe icing encounter and forced landing.

## Findings

<b>Personnel issues</b>	Qualification/certification - Student pilot (Cause) Identification/recognition - Student pilot (Cause) Decision making/judgment - Student pilot (Cause)
<b>Environmental issues</b>	Conducive to structural icing - Contributed to outcome Tower/antenna (incl guy wires) - Contributed to outcome

## Factual Information

### History of Flight

Enroute-cruise	Structural icing (Defining event)
Approach-VFR go-around	Loss of engine power (total)
Landing	Off-field or emergency landing Collision with terr/obj (non-CFIT)

### Student Pilot Information

Certificate:	Student	Age:	49
Airplane Rating(s):	None	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Unknown	Last Medical Exam:	11/26/2007
Occupational Pilot:	No	Last Flight Review or Equivalent:	08/07/2012
Flight Time:	280 hours (Total, all aircraft), 265 hours (Total, this make and model)		

### Aircraft and Owner/Operator Information

Aircraft Manufacturer:	BELLANCA	Registration:	N88342
Model/Series:	7GCBC NO SERIES	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	768-74
Landing Gear Type:	Tailwheel	Seats:	
Date/Type of Last Inspection:	05/23/2013, Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:	8 Hours	Engines:	Reciprocating
Airframe Total Time:	1848 Hours	Engine Manufacturer:	Lycoming
ELT:	C91A installed, not activated	Engine Model/Series:	O-320-A2D
Registered Owner:	On file	Rated Power:	150 hp
Operator:	On file	Air Carrier Operating Certificate:	None

## Meteorological Information and Flight Plan

Observation Facility, Elevation:	PASX, 113 ft msl	Observation Time:	2116 UTC
Distance from Accident Site:	6 Nautical Miles	Condition of Light:	Day
Direction from Accident Site:	233°	Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Scattered / 5500 ft agl	Temperature/Dew Point:	-6° C / -7° C
Lowest Ceiling:	Overcast / 9000 ft agl	Visibility	10 Miles
Wind Speed/Gusts, Direction:	5 knots, 90°	Visibility (RVR):	
Altimeter Setting:	30.48 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	Moderate - Freezing - Rain		
Departure Point:	Sterling, AK	Type of Flight Plan Filed:	None
Destination:	Port Graham, AK (PGM)	Type of Clearance:	None
Departure Time:	1215 AST	Type of Airspace:	

## Airport Information

Airport:	DUTCH LANDING STRIP (88AK)	Runway Surface Type:	Gravel; Ice; Snow
Airport Elevation:	300 ft	Runway Surface Condition:	Ice; Snow
Runway Used:	25	IFR Approach:	None
Runway Length/Width:	1300 ft / 100 ft	VFR Approach/Landing:	Forced Landing

## Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor		

## Administrative Information

Investigator In Charge (IIC):	Christopher R Shaver	Adopted Date:	04/01/2014
Additional Participating Persons:	Tamara Thompson; FAA Anchorage FSDO; Anchorage, AK		
Publish Date:	07/22/2015		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	<a href="http://dms.ntsb.gov/pubdms/search/dockList.cfm?mKey=88518">http://dms.ntsb.gov/pubdms/search/dockList.cfm?mKey=88518</a>		

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