



# National Transportation Safety Board Aviation Accident Data Summary

<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>Injuries:</b>	2 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## 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 windscreen. A short time later, ice suddenly began to accumulate rapidly on the airplane, obscuring the windscreen. 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.

## Flight Events

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

## Probable Cause

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

Personnel issues-Experience/knowledge-Experience/qualifications-Qualification/certification-Student pilot - C  
Personnel issues-Action/decision-Info processing/decision-Identification/recognition-Student/instructed pilot - C  
Personnel issues-Action/decision-Info processing/decision-Decision making/judgment-Student/instructed pilot - C  
Environmental issues-Conditions/weather/phenomena-Temp/humidity/pressure-Conducive to structural icing-Contributed to outcome

Environmental issues-Physical environment-Object/animal/substance-Tower/antenna (incl guy wires)-Contributed to outcome

### Student Pilot Information

Certificate:	Student	Age:	49
Airplane Rating(s):	None	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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	Engines:	Reciprocating
Operator:	On file	Engine Manufacturer:	Lycoming
Air Carrier Operating Certificate:	None	Engine Model/Series:	O-320-A2D
Flight Conducted Under:	Part 91: General Aviation - Personal		

### Meteorological Information and Flight Plan

Observation Facility, Elevation:	PASX, 113 ft msl	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	Overcast / 9000 ft agl
Condition of Light:	Day	Wind Speed/Gusts, Direction:	5 knots, 90°
Temperature:	-6° C / -7° C	Visibility	10 Miles
Precipitation and Obscuration:	Moderate - Freezing - Rain		
Departure Point:	Sterling, AK	Destination:	Port Graham, AK (PGM)

### Airport Information

Airport:	DUTCH LANDING STRIP (88AK)	Runway Surface Type:	Gravel; Ice; Snow
Runway Used:	25	Runway Surface Condition:	Ice; Snow
Runway Length/Width:	1300 ft / 100 ft		

### 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

## Administrative Information

Investigator In Charge (IIC):	Christopher R Shaver	Adopted Date:	04/01/2014
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=88518">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=88518</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.