



National Transportation Safety Board Aviation Accident Final Report

Location:	Freemont Island, UT	Accident Number:	GAA16CA341
Date & Time:	06/20/2016, 1030 CDT	Registration:	N8SF
Aircraft:	BELLANCA 8KCAB	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Analysis

The flight instructor in the tailwheel-equipped airplane reported that he was demonstrating flight maneuvers to the passenger when the oil filler cowl door unlatched in flight. The flight instructor reported that he feared for their safety, decided to land as soon as possible, and overflew a nearby island airstrip to verify wind direction and identify potential obstacles. During the precautionary landing on the 2,000 foot long by 15 foot wide airstrip, the flight instructor reported that as the airplane slowed and the tailwheel was lowered to the ground, the airplane encountered a wind gust from the left, and the airplane drifted to the right side of the narrow runway. The flight instructor reported that, "it became clear that I could not keep the aircraft on the runway surface, I initiated a go-around." During the aborted landing, the right main landing gear impacted an unknown object, which slowed the airplane's momentum, and the airplane settled to the ground and slid to a stop on the fuselage. The airplane sustained substantial damage to the horizontal stabilizer cables and the right aileron.

Inspection of the oil filler cowl latch was conducted by the Federal Aviation Administration Aviation Safety Inspector assigned to this accident and he found no failure or degradation of the locking mechanism or the latch assembly.

Meteorological conditions reported for the airstrip where the accident occurred, reported that about the time of the accident the wind was out of the north-northeast at 7 knots gusting to 9 knots. The flight instructor was landing to the southeast.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The flight instructor's failure to maintain directional control during the landing roll, resulting in an impact with an unknown object during aborted landing and consequent ground impact.

Findings

Aircraft	Directional control - Not attained/maintained (Cause)
Personnel issues	Aircraft control - Instructor/check pilot (Cause)
Environmental issues	Gusts - Ability to respond/compensate (Cause) Gusts - Effect on equipment

Factual Information

History of Flight

Maneuvering	Sys/Comp malf/fail (non-power)
Landing	Loss of control on ground (Defining event)
Landing-aborted after touchdown	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	28, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	5-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Without Waivers/Limitations	Last FAA Medical Exam:	01/04/2016
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	05/06/2016
Flight Time:	475 hours (Total, all aircraft), 5 hours (Total, this make and model), 390 hours (Pilot In Command, all aircraft), 100 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELLANCA	Registration:	N8SF
Model/Series:	8KCAB NO SERIES	Aircraft Category:	Airplane
Year of Manufacture:	1972	Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	59-73
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	02/25/2016, 100 Hour	Certified Max Gross Wt.:	1800 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2422.2 Hours at time of accident	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-320
Registered Owner:	JASON CLARK	Rated Power:	160 hp
Operator:	Bountiful Flight	Operating Certificate(s) Held:	None
Operator Does Business As:	Bountiful Flight School	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 4195 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1630 UTC	Direction from Accident Site:	200°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots / 9 knots	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	25.12 inches Hg	Temperature/Dew Point:	30° C / 2° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Woods Cross, UT (BTF)	Type of Flight Plan Filed:	
Destination:	Woods Cross, UT (BTF)	Type of Clearance:	None
Departure Time:	1000 MST	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	41.154722, -112.330000 (est)

Administrative Information

Investigator In Charge (IIC):	Michael A Hicks	Report Date:	12/05/2016
Additional Participating Persons:	Robert D Lesitsky; FAA; Salt Lake City, UT		
Publish Date:	12/05/2016		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.ntsb.gov/pubdms/search/dockList.cfm?mKey=93486		

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