



National Transportation Safety Board Aviation Accident Data Summary

Location:	Freemont Island, UT	Accident Number:	GAA16CA341
Date & Time:	06/20/2016, 1030 CDT	Registration:	N8SF
Aircraft:	BELLANCA 8KCAB	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.

Flight Events

Maneuvering - Sys/Comp malf/fail (non-power)

Landing - Loss of control on ground

Landing-aborted after touchdown - Collision with terr/obj (non-CFIT)

Probable Cause

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-Aircraft oper/perf/capability-Performance/control parameters-Directional control-Not attained/maintained - C

Personnel issues-Task performance-Use of equip/info-Aircraft control-Instructor/check pilot - C

Environmental issues-Conditions/weather/phenomena-Wind-Gusts-Ability to respond/compensate - C

Environmental issues-Conditions/weather/phenomena-Wind-Gusts-Effect on equipment

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	28
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Single-engine
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	Engines:	1 Reciprocating
Operator:	Bountiful Flight	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	IO-320
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 4195 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	7 knots / 9 knots, 330°
Temperature:	30° C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Woods Cross, UT (BTF)	Destination:	Woods Cross, UT (BTF)

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
Latitude, Longitude:	41.154722, -112.330000 (est)		

Administrative Information

Investigator In Charge (IIC):	Michael A Hicks	Adopted Date:	12/05/2016
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=93486		

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