



Aviation Investigation Final Report

| | | | |
|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | Grind Stone City, Michigan | Accident Number: | CEN24LA136 |
| Date & Time: | March 13, 2024, 17:50 Local | Registration: | N4159Y |
| Aircraft: | Bellanca 8GCBC | Aircraft Damage: | Substantial |
| Defining Event: | Loss of control on ground | Injuries: | 1 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

The pilot was conducting a flight in a tailwheel equipped airplane. During the landing, the airplane bounced, and then settled back to the runway. The tail of the airplane rose, the nose of the airplane dropped, and the propeller struck the ground. The airplane came to rest inverted resulting in substantial damage to the vertical stabilizer, rudder, both wings, and wing struts. The pilot noted that the airstrip was more wet than he anticipated. The pilot reported that the airplane had no preimpact mechanical malfunctions or failures that would have precluded normal operations. Wind conditions at the time of the accident were from 120° at 9 knots, the pilot landed on runway 36.

Probable Cause and Findings

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

The pilot's failure to maintain directional control during the landing roll on a wet turf runway with a quartering tailwind.

Findings

| | |
|-----------------------------|---|
| Personnel issues | Aircraft control - Pilot |
| Aircraft | Directional control - Not attained/maintained |
| Environmental issues | Tailwind - Effect on operation |
| Environmental issues | Wet surface - Effect on operation |

Factual Information

History of Flight

| | |
|----------------------|--|
| Landing-landing roll | Other weather encounter |
| Landing-landing roll | Loss of control on ground (Defining event) |
| Landing | Nose over/nose down |

Pilot Information

| | | | |
|---------------------------|--|-----------------------------------|-------------------|
| Certificate: | Private | Age: | 30, |
| Airplane Rating(s): | Single-engine land | Seat Occupied: | Front |
| Other Aircraft Rating(s): | None | Restraint Used: | 5-point |
| Instrument Rating(s): | None | Second Pilot Present: | |
| Instructor Rating(s): | None | Toxicology Performed: | |
| Medical Certification: | Class 3 Without waivers/limitations | Last FAA Medical Exam: | January 4, 2023 |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | February 14, 2024 |
| Flight Time: | (Estimated) 104.7 hours (Total, all aircraft), 5.4 hours (Total, this make and model), 39.7 hours (Pilot In Command, all aircraft), 24.4 hours (Last 90 days, all aircraft), 8.4 hours (Last 30 days, all aircraft), 1.6 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

| | | | |
|--------------------------------------|-----------------------------------|---------------------------------------|-----------------|
| Aircraft Make: | Bellanca | Registration: | N4159Y |
| Model/Series: | 8GCBC | Aircraft Category: | Airplane |
| Year of Manufacture: | 1977 | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | 23877 |
| Landing Gear Type: | Tailwheel | Seats: | 2 |
| Date/Type of Last Inspection: | August 7, 2023 Annual | Certified Max Gross Wt.: | 2150 lbs |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | 2105.27 Hrs as of last inspection | Engine Manufacturer: | Lycoming |
| ELT: | C91A installed | Engine Model/Series: | O-360 C2E |
| Registered Owner: | BAUER AVIATION LLC | Rated Power: | 180 Horsepower |
| Operator: | On file | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

| | | | |
|---|----------------------------------|---|------------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | KP58,591 ft msl | Distance from Accident Site: | 5 Nautical Miles |
| Observation Time: | 17:55 Local | Direction from Accident Site: | 106° |
| Lowest Cloud Condition: | | Visibility | |
| Lowest Ceiling: | | Visibility (RVR): | |
| Wind Speed/Gusts: | 9 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 120° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 29.91 inches Hg | Temperature/Dew Point: | 7°C / 2°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Reese, MI (60D) | Type of Flight Plan Filed: | |
| Destination: | Grind Stone City, MI | Type of Clearance: | None |
| Departure Time: | 17:15 Local | Type of Airspace: | Class G |

Airport Information

| | | | |
|-----------------------------|---------------------------|----------------------------------|---------------------------|
| Airport: | GRINDSTONE AIR HARBOR 29C | Runway Surface Type: | Grass/turf |
| Airport Elevation: | 640 ft msl | Runway Surface Condition: | Soft |
| Runway Used: | 36 | IFR Approach: | None |
| Runway Length/Width: | 1800 ft / 85 ft | VFR Approach/Landing: | Full stop;Traffic pattern |

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: | 44.046778,-82.914417 |

Administrative Information

| | |
|-----------------------------------|---|
| Investigator In Charge (IIC): | Aguilera, Jason |
| Additional Participating Persons: | Christopher Virzi; FAA FSDO; MI |
| Original Publish Date: | May 9, 2024 |
| Last Revision Date: | |
| Investigation Class: | Class 4 |
| Note: | The NTSB did not travel to the scene of this accident. |
| Investigation Docket: | https://data.nts.gov/Docket?ProjectID=193936 |

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).