

Jason Aguilera
Senior Air Safety Investigator
Aviation Safety

Date: March 28, 2022

Subject: CEN22LA152

Contact: Paul Centinaro, FAA FSDO

FAA Inspector Paul Centinaro was assigned to the accident involving N8869V. His observations are as follows:

- On March 25, 2022, a 1971 Bellanca; Model: 17-30A; Serial Number: 30383; Registered as N8869V crashed and was severely damaged after an unsuccessful landing at Sharp County Regional Airport (CVK), Arkansas.
- The Pilot in Command (PIC) sustained non-life-threatening injuries and was airlifted to the hospital.
- The aircraft impacted the ground approximately 130 feet beyond the threshold of runway 22 and approximately 325 feet left of the runway centerline.
 - After impact, the aircraft spun in a counter clock-wise direction, slid about 120 feet, and wedged under the airport perimeter fence.
 - The aircraft sustained significant damage and all wreckage was confined to an area of about 50 feet.
- The engine appeared intact but partially detached from the aircraft due to a broken engine mount.
- The propeller was detached from the engine and found about 25 feet directly off the nose and leaning against the airport perimeter fence.

- The propeller blades were straight with very minimal curling seeming to indicate no torque when it impacted the ground.
 - The propeller attach bolts were found in the prop hub with the threads of sheared off propeller assembly.
 - The propeller hub was not deformed and appears straight and true.
- FAA IIC confirmed flight control continuity at the scene.
- According to interviews with the pilot, once established on final, the PIC experienced unexpected winds and decided to execute a go-around rather than force a bad landing.
- According to the PIC, immediately after advancing the throttle, the engine popped and sputtered and failed to produce power.
- The PIC was too low for a successful restart and decided to point the aircraft to the south for an emergency off-field landing.
- The aircraft departed Mountain Home with about 70 gallons of fuel.
- The FAA IIC found the aircraft's right tank with full of fuel and the left tank (which dislodged during impact) had a significant amount of fuel. Fuel samples were taken at the scene and appear unremarkable.
- PIC has roughly 80 total flight hours, 25 hours in this make and model, and less than one hour within the last 90 days.
- The incident flight originated from Mountain Home (KBPK), Arkansas and total flight time was approximately 35 minutes.
- Prior to departing KBPK, PIC obtained weather information from ForeFlight.
 - ForeFlight predicted 6-knot winds at CVK.
 - PIC did not obtain updated winds/weather in flight and there is no AWOS (or other automated weather service) at CVK.
- The incident flight was the aircraft's first flight after completing its Annual Inspection.

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