



Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | Palmer, Alaska | Accident Number: | ANC23LA072 |
| Date & Time: | August 17, 2023, 13:00 Local | Registration: | N5061G |
| Aircraft: | Bellanca 7GCBC | Aircraft Damage: | Substantial |
| Defining Event: | Loss of control on ground | Injuries: | 2 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

The pilot of a tundra tire-equipped airplane reported that it veered right during landing rollout on a remote gravel bar. He attempted to correct the veer by applying left brake, but the airplane continued to the right, then the left tire dug into soft terrain, and the airplane subsequently nosed over. The airplane sustained substantial damage to the rudder and wings. The pilot reported that there were no pre-accident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

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 rollout.

Findings

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| Aircraft | Directional control - Not attained/maintained |
| Personnel issues | Aircraft control - Pilot |

Factual Information

History of Flight

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| Landing-landing roll | Loss of control on ground (Defining event) |
| Landing-landing roll | Attempted remediation/recovery |
| Landing-landing roll | Nose over/nose down |

Pilot Information

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|---------------------------|--|-----------------------------------|----------------|
| Certificate: | Private | Age: | 62, Male |
| Airplane Rating(s): | Single-engine land | Seat Occupied: | Front |
| Other Aircraft Rating(s): | None | Restraint Used: | 4-point |
| Instrument Rating(s): | None | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | |
| Medical Certification: | Sport pilot With waivers/limitations | Last FAA Medical Exam: | August 4, 2017 |
| Occupational Pilot: | Yes | Last Flight Review or Equivalent: | May 14, 2022 |
| Flight Time: | 1739 hours (Total, all aircraft), 1540 hours (Total, this make and model), 1638 hours (Pilot In Command, all aircraft), 21 hours (Last 90 days, all aircraft), 21 hours (Last 30 days, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|------------------------------|---------------------------------------|-----------------|
| Aircraft Make: | Bellanca | Registration: | N5061G |
| Model/Series: | 7GCBC | Aircraft Category: | Airplane |
| Year of Manufacture: | 1979 | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | 1167-79 |
| Landing Gear Type: | Tailwheel | Seats: | 2 |
| Date/Type of Last Inspection: | June 16, 2023 Annual | Certified Max Gross Wt.: | 1650 lbs |
| Time Since Last Inspection: | 4 Hrs | Engines: | 1 Reciprocating |
| Airframe Total Time: | 4626 Hrs at time of accident | Engine Manufacturer: | Lycoming |
| ELT: | C91 installed, not activated | Engine Model/Series: | O-320-A-1 |
| Registered Owner: | On file | Rated Power: | 150 Horsepower |
| Operator: | On file | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|-------------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | AAQ,233 ft msl | Distance from Accident Site: | 25 Nautical Miles |
| Observation Time: | 12:53 Local | Direction from Accident Site: | 330° |
| Lowest Cloud Condition: | Few / 6000 ft AGL | Visibility | 10 miles |
| Lowest Ceiling: | | Visibility (RVR): | |
| Wind Speed/Gusts: | 5 knots / | Turbulence Type Forecast/Actual: | None / None |
| Wind Direction: | 160° | Turbulence Severity Forecast/Actual: | N/A / N/A |
| Altimeter Setting: | 30.07 inches Hg | Temperature/Dew Point: | 18°C / 11°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Wasilla, AK (67AK) | Type of Flight Plan Filed: | None |
| Destination: | Palmer, AK | Type of Clearance: | None |
| Departure Time: | 11:00 Local | Type of Airspace: | Class G |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|--------------------|
| 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: | 61.24012,-148.6562 |

Administrative Information

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| Investigator In Charge (IIC): | Hill, Millicent |
| Additional Participating Persons: | Patrick Teagarden; FAA/FSDO; Anchorage, AK |
| Original Publish Date: | April 4, 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=193014 |

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](#).