



Aviation Investigation Final Report

Location:	Beluga, Alaska	Accident Number:	ANC23LA087
Date & Time:	September 24, 2023, 15:00 Local	Registration:	N169EZ
Aircraft:	Bellanca 7GCBC	Aircraft Damage:	Substantial
Defining Event:	Nose over/nose down	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that, during landing at a remote airstrip, she applied too much brake pressure and the airplane nosed over. The airplane sustained substantial damage to the rudder, left wing, and right wing strut. 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 excessive application of brakes during landing that resulted in a nose over.

Findings

Aircraft	Surface speed/braking - Capability exceeded
Personnel issues	Identification/recognition - Pilot

Factual Information

History of Flight

Landing-landing roll	Nose over/nose down (Defining event)
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Pilot Information

Certificate:	Private	Age:	32,Female
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	January 19, 2021
Occupational Pilot:	No	Last Flight Review or Equivalent:	November 21, 2022
Flight Time:	325 hours (Total, all aircraft), 3 hours (Total, this make and model), 250 hours (Pilot In Command, all aircraft), 35 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Bellanca	Registration:	N169EZ
Model/Series:	7GCBC	Aircraft Category:	Airplane
Year of Manufacture:	1976	Amateur Built:	
Airworthiness Certificate:	Aerobatic; Normal	Serial Number:	927-76
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	May 18, 2023 Annual	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2527 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	C126 installed, activated, did not aid in locating accident	Engine Model/Series:	O320 A2B
Registered Owner:	On file	Rated Power:	160
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:	PAMR, 126 ft msl	Distance from Accident Site:	70 Nautical Miles
Observation Time:	14:53 Local	Direction from Accident Site:	90°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Overcast / 9500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.78 inches Hg	Temperature/Dew Point:	12°C / 4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Anchorage, AK (PAMR)	Type of Flight Plan Filed:	None
Destination:	Anchorage, AK (PAMR)	Type of Clearance:	VFR
Departure Time:	13:50 Local	Type of Airspace:	Class G

Airport Information

Airport:	Nikolai Creek 9AK3	Runway Surface Type:	Dirt
Airport Elevation:	3000 ft msl	Runway Surface Condition:	Dry; Rough; Soft; Vegetation
Runway Used:	N/A	IFR Approach:	None
Runway Length/Width:	1000 ft / 75 ft	VFR Approach/Landing:	Full stop; Valley/terrain following

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	61.23, -152.29

Administrative Information

Investigator In Charge (IIC): Rasmussen, Mitchell

Additional Participating Persons: Danny Odom ; FAA/FSDO; Anchorage, AK

Original Publish Date: June 28, 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=193194>

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](#).