



Aviation Investigation Final Report

Location:	Palmer, Alaska	Accident Number:	ANC21LA052
Date & Time:	July 4, 2021, 12:30 Local	Registration:	N5213X
Aircraft:	Champion 7GCBC	Aircraft Damage:	Substantial
Defining Event:	Nose over/nose down	Injuries:	1 Serious, 1 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of the tailwheel-equipped airplane reported that during the landing rollout at an off-airport landing site as he was applying the brakes, the airplane encountered a series of “whoops” or bumps on the landing surface. After the airplane rolled over the first bump, the tail began to rise followed by the propeller impacting the second bump. The airplane subsequently nosed-over, sustaining substantial damage to both lift struts. The pilot reported that there were no preaccident mechanical malfunctions or anomalies with the airplane that would have precluded normal operation and that the accident may have been prevented if he had selected a more suitable landing site.

Probable Cause and Findings

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

The pilot’s selection of unsuitable terrain for landing which resulted in a nose-over.

Findings

Personnel issues	Decision making/judgment - Pilot
Environmental issues	(general) - Effect on equipment

Factual Information

History of Flight

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

Certificate:	Private	Age:	29, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	December 23, 2019
Occupational Pilot:	No	Last Flight Review or Equivalent:	August 23, 2020
Flight Time:	131 hours (Total, all aircraft), 66 hours (Total, this make and model), 87 hours (Pilot In Command, all aircraft), 21 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Champion	Registration:	N5213X
Model/Series:	7GCBC	Aircraft Category:	Airplane
Year of Manufacture:	1969	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	177
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	October 5, 2020 Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1422 Hrs as of last inspection	Engine Manufacturer:	LYCOMING
ELT:	C126 installed, activated, aided in locating accident	Engine Model/Series:	0-320 B2B
Registered Owner:	On file	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:	PAAQ,230 ft msl	Distance from Accident Site:	6 Nautical Miles
Observation Time:	12:53 Local	Direction from Accident Site:	2°
Lowest Cloud Condition:	Scattered / 3500 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.2 inches Hg	Temperature/Dew Point:	16°C / 7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Palmer , AK	Type of Flight Plan Filed:	None
Destination:	Palmer , AK	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious, 1 Minor	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 Serious, 1 Minor, 1 None	Latitude, Longitude:	61.501454,-149.09937

Administrative Information

Investigator In Charge (IIC): Banning, David

Additional Participating Persons:

Original Publish Date: December 17, 2021

Last Revision Date:

Investigation Class: [Class 4](#)

Note: The NTSB did not travel to the scene of this accident.

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=103418>

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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](#).