



Aviation Investigation Final Report

Location:	Nenana, Alaska	Accident Number:	ANC21LA091
Date & Time:	September 18, 2021, 14:30 Local	Registration:	N6357N
Aircraft:	Champion 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 while landing in gusty wind conditions, the airplane drifted to the right before touchdown. As the airplane “hit the ground”, he reduced the engine power, and applied the brakes. Subsequently, he over applied the brakes and the airplane nosed over coming to rest inverted. The airplane sustained substantial damage to the wings and empennage.

The pilot reported no preimpact 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 pilots over application of the brakes during landing, which resulted in a nose-over.

Findings

Aircraft	Brake - Incorrect use/operation
Aircraft	Surface speed/braking - Incorrect use/operation
Personnel issues	Aircraft control - Pilot
Environmental issues	Crosswind - Contributed to outcome

Factual Information

History of Flight

Landing-flare/touchdown	Loss of control on ground
Landing	Nose over/nose down (Defining event)

Pilot Information

Certificate:	Private	Age:	37, Male
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:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	January 6, 2011
Occupational Pilot:	No	Last Flight Review or Equivalent:	March 14, 2020
Flight Time:	(Estimated) 265 hours (Total, all aircraft), 172 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Champion	Registration:	N6357N
Model/Series:	7GCBC	Aircraft Category:	Airplane
Year of Manufacture:	1967	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	95
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	April 22, 2021 Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1503.37 Hrs at time of accident	Engine Manufacturer:	LYCOMING
ELT:	C91 installed, activated, did not aid in locating accident	Engine Model/Series:	O-320 SERIES
Registered Owner:	On file	Rated Power:	150 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:	PAEI,547 ft msl	Distance from Accident Site:	28 Nautical Miles
Observation Time:	14:56 Local	Direction from Accident Site:	11°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots / 17 knots	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.69 inches Hg	Temperature/Dew Point:	7°C / -4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	North Pole, AK (5ak3)	Type of Flight Plan Filed:	None
Destination:	Nenana, AK	Type of Clearance:	None
Departure Time:	14:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	BLAIR LAKE 2AK1	Runway Surface Type:	
Airport Elevation:	910 ft msl	Runway Surface Condition:	Vegetation
Runway Used:	15/33	IFR Approach:	None
Runway Length/Width:	1530 ft / 50 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	64.310083,-147.3275(est)

Administrative Information

Investigator In Charge (IIC):	Swenson, Eric
Additional Participating Persons:	Robert Parsons; FAA; Fairbanks, AK
Original Publish Date:	April 20, 2022
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=103917

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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](#).