



Aviation Investigation Final Report

Location:	Dixon, California	Accident Number:	WPR23LA312
Date & Time:	August 9, 2023, 16:15 Local	Registration:	N50443
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 the tailwheel-equipped airplane reported that while conducting a pleasure flight he elected to land on an unimproved dirt airstrip. During the landing roll, the right main landing gear struck an unidentified object/hole which pulled the airplane to the right off the landing surface and toward a fence line. The pilot applied excessive braking, and the airplane nosed over and came to rest inverted. The airplane sustained substantial damage to the left-wing strut and the top of the vertical stabilizer and rudder.

The pilot reported that there were no preaccident 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 loss of directional control after striking an unidentified object during landing on an unimproved runway, and his subsequent use of excessive braking that resulted in a nose-over.

Findings

Personnel issues	Use of equip/system - Pilot
Aircraft	Brake - Incorrect use/operation
Aircraft	Directional control - Attain/maintain not possible
Environmental issues	Soft surface - Effect on operation

Factual Information

History of Flight

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

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	61, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	Helicopter	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	November 28, 2022
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	October 1, 2022
Flight Time:	(Estimated) 3891 hours (Total, all aircraft), 117 hours (Total, this make and model), 3355 hours (Pilot In Command, all aircraft), 110 hours (Last 90 days, all aircraft), 26 hours (Last 30 days, all aircraft)		

Pilot-rated passenger Information

Certificate:	Commercial	Age:	70, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Rear
Other Aircraft Rating(s):	Glider; Helicopter	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Helicopter	Toxicology Performed:	
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	October 11, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	October 11, 2022
Flight Time:	(Estimated) 36700 hours (Total, all aircraft), 4500 hours (Total, this make and model), 36700 hours (Pilot In Command, all aircraft), 8 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Bellanca	Registration:	N50443
Model/Series:	7GCBC	Aircraft Category:	Airplane
Year of Manufacture:	1979	Amateur Built:	
Airworthiness Certificate:	Aerobatic; Normal	Serial Number:	1128-79
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	March 17, 2023 Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	13546.08 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	C91 installed, activated, did not aid in locating accident	Engine Model/Series:	O-320-A2B
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:	KSUU,62 ft msl	Distance from Accident Site:	7 Nautical Miles
Observation Time:	15:55 Local	Direction from Accident Site:	303°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	13 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.84 inches Hg	Temperature/Dew Point:	30°C / 12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Vacaville, CA (VCB)	Type of Flight Plan Filed:	None
Destination:	Vacaville, CA (VCB)	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	NA NA	Runway Surface Type:	
Airport Elevation:	40 ft msl	Runway Surface Condition:	Holes;Rough
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	N/A	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	38.201636,-121.80603(est)

Administrative Information

Investigator In Charge (IIC):	Cornejo, Tealeye
Additional Participating Persons:	Dana McIlwain; Federal Aviation Administration; Sacramento, CA
Original Publish Date:	November 30, 2023
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=192866

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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](#).