



National Transportation Safety Board Aviation Accident Final Report

Location:	SOLDOTNA, AK	Accident Number:	ANC93LA133
Date & Time:	08/01/1993, 1200 AKD	Registration:	N68578
Aircraft:	BELLANCA 7GCBC	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

WITNESSES REPORTED SEEING THE AIRPLANE TOUCH DOWN SHORT OF THE RUNWAY AND NOSE OVER.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO ATTAIN A PROPER TOUCHDOWN POINT. A FACTOR WAS THE PILOT'S IMPROPER IN FLIGHT PLANNING/DECISION.

Findings

Occurrence #1: UNDERSHOOT
Phase of Operation: LANDING

Findings

1. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
2. (F) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING

Occurrence #3: NOSE OVER
Phase of Operation: LANDING

Factual Information

HISTORY OF FLIGHT

On August 1, 1993, at 1200 Alaska daylight time, a wheel equipped Bellanca 7GCBC airplane, N68578, landed short of the approach end of the runway, then nosed over at Soldotna, Alaska. The private pilot, the sole occupant, was not injured. The airplane was substantially damaged. The personal local flight, operating under 14 CFR Part 91, had departed from the Soldotna Airport about 15 minutes prior to the accident. Visual meteorological conditions existed, and no flight plan was filed.

Shortly after the accident the pilot stated that one of the airplane's brakes locked up while performing a post maintenance high speed taxi. One witness, Mr. Richard Reed, stated that the airplane nosed over after it touched down short of the runway during landing. Several other persons reportedly witnessed the accident but would not identify themselves. Officer John Gregory from the Soldotna Police Department, stated that he found ground scars that indicated that the airplane touched down short of the runway.

ADDITIONAL INFORMATION

Following the accident FAA Inspector David S. McGlothlen, FSDO-03, Anchorage, Alaska, interviewed the pilot, Mr. Theodore A. Smith. At that time the pilot stated that the accident occurred while he was practicing short field landings. On NTSB Form 6120.1/2 (Accident Report), the pilot reported that he was practicing aborted takeoffs on short fields, and applied the brakes too "aggressively".

Pilot Information

Certificate:	Private	Age:	44, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Expired	Last FAA Medical Exam:	02/02/1988
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1400 hours (Total, all aircraft), 150 hours (Total, this make and model), 1400 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELLANCA	Registration:	N68578
Model/Series:	7GCBC 7GCBC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Aerobatic	Serial Number:	412-72
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	01/02/2000, Annual	Certified Max Gross Wt.:	1500 lbs
Time Since Last Inspection:	200 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1200 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320
Registered Owner:	SMITH, THEODORE A.	Rated Power:	160 hp
Operator:	SMITH, THEODORE A.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	SXQ, 107 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	1305 ADT	Direction from Accident Site:	360°
Lowest Cloud Condition:	Scattered / 2000 ft agl	Visibility	10 Miles
Lowest Ceiling:	Broken / 5000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	18° C / 11° C
Precipitation and Obscuration:			
Departure Point:	(SXQ)	Type of Flight Plan Filed:	None
Destination:	(SXQ)	Type of Clearance:	None
Departure Time:	1145 ADT	Type of Airspace:	Class G

Airport Information

Airport:	SOLDOTNA (SXQ)	Runway Surface Type:	Asphalt
Airport Elevation:	107 ft	Runway Surface Condition:	Dry
Runway Used:	25	IFR Approach:	None
Runway Length/Width:	4973 ft / 130 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	ROY C DAW	Report Date:	06/30/1994
Additional Participating Persons:	DAVID S MCGLOTHLEN; ANCHORAGE, AK		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.ntsbt.gov/pubdms/ .		

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