



# Aviation Investigation Final Report

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<b>Location:</b>	Winnsboro, Louisiana	<b>Accident Number:</b>	CEN19TA310
<b>Date &amp; Time:</b>	September 7, 2019, 10:00 Local	<b>Registration:</b>	N4136Y
<b>Aircraft:</b>	Champion 7KCAB	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

The pilot reported that, while landing the tailwheel-equipped airplane on the turf runway, the airplane bounced once followed by a "normal" touchdown on the main gear. The airplane started veering to the left and the pilot applied right rudder to correct, but it had "no effect." The airplane slowed "considerably" and continued veering to the left. The airplane subsequently impacted a tree, resulting in substantial damage. The pilot reported that there were no mechanical malfunctions of the airplane. The recorded wind conditions from a nearby airport were consistent with a left crosswind for the landing runway.

## Probable Cause and Findings

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

The pilot's failure to maintain directional control during a crosswind landing, which resulted in an impact with a tree.

## Findings

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<b>Personnel issues</b>	Aircraft control - Pilot
<b>Aircraft</b>	Directional control - Not attained/maintained
<b>Environmental issues</b>	Crosswind - Effect on operation
<b>Environmental issues</b>	Tree(s) - Contributed to outcome

## Factual Information

### History of Flight

<b>Landing-landing roll</b>	Loss of control on ground (Defining event)
<b>Landing-landing roll</b>	Runway excursion

On September 7, 2019, about 1000 central daylight time, a Champion 7KCAB airplane, N4136Y, impacted a tree during landing on runway 36 (3,000 ft by 75 ft, turf) at the Williams Flying Service Airport (6LA6), near Winnsboro, Louisiana. The commercial pilot and passenger reported no injuries. The airplane sustained substantial wing and fuselage damage. The airplane was registered to an individual and was operated by the pilot as a Title 14 *Code of Federal Regulations* Part 91 personal flight. Day visual meteorological conditions prevailed in the area about the time of the accident, and the flight was not operated on a flight plan. The local flight departed from 6LA6 about 0930.

The pilot reported that during the landing touchdown on the runway the airplane bounced once followed by a "normal" touchdown on the main landing gear wheels. The airplane then veered left off the runway centerline. Right rudder was applied, and it had "no effect." The airplane slowed "considerably" and continued veering to the left after full right ruder was applied. The airplane subsequently impacted a tree where it sustained the substantial damage. The pilot reported that there were no airplane mechanical malfunctions.

At 0953, the recorded nearby wind was 280° at 10 kts.

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	59, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Lap only
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 With waivers/limitations	<b>Last FAA Medical Exam:</b>	October 30, 2018
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	January 15, 2018
<b>Flight Time:</b>	1382.9 hours (Total, all aircraft), 38 hours (Total, this make and model), 1250.6 hours (Pilot In Command, all aircraft), 4.4 hours (Last 90 days, all aircraft), 4.4 hours (Last 30 days, all aircraft), 0.4 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Champion	<b>Registration:</b>	N4136Y
<b>Model/Series:</b>	7KCAB	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1976	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	595-76
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	October 23, 2018 Annual	<b>Certified Max Gross Wt.:</b>	1750 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-320
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	150 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KMLU,81 ft msl	<b>Distance from Accident Site:</b>	16 Nautical Miles
<b>Observation Time:</b>	09:53 Local	<b>Direction from Accident Site:</b>	320°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	10 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	280°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.03 inches Hg	<b>Temperature/Dew Point:</b>	33°C / 21°C
<b>Precipitation and Obscuration:</b>	Moderate - None - Haze		
<b>Departure Point:</b>	Winnsboro, LA (6LA6)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Winnsboro, LA (6LA6)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	09:30 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	Williams Flying Service 6LA6	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	79 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	36	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3000 ft / 75 ft	<b>VFR Approach/Landing:</b>	Full stop;Straight-in

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	32.220001,-91.870002(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Malinowski, Edward
<b>Additional Participating Persons:</b>	Murphy J Bouquet; Federal Aviation Administration; Baton Rouge, LA
<b>Original Publish Date:</b>	January 28, 2021
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 3</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=100221">https://data.ntsb.gov/Docket?ProjectID=100221</a>

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](#).