



Aviation Investigation Final Report

Location:	Henry's Lake, Idaho	Accident Number:	GAA20CA011
Date & Time:	October 12, 2019, 14:18 Local	Registration:	N632K
Aircraft:	Champion 8GCBC	Aircraft Damage:	Substantial
Defining Event:	Nose over/nose down	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that, during landing on an off-airport field, he conducted a three-point attitude, soft-field landing. The landing surface was softer than originally expected, so he attempted to recover by adding power. Subsequently, the airplane nosed over. The airplane sustained substantial damage to the fuselage and empennage. 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 decision to land on unsuitable terrain, which resulted in a nose-over.

Findings

Personnel issues	Decision making/judgment - Pilot
Environmental issues	Soft surface - Effect on operation
Environmental issues	Soft surface - Decision related to condition

Factual Information

History of Flight

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

Certificate:	Private	Age:	20, 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:	No
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	July 12, 2017
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 20, 2018
Flight Time:	(Estimated) 264.7 hours (Total, all aircraft), 264.7 hours (Pilot In Command, all aircraft), 16 hours (Last 90 days, all aircraft), 4.3 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Champion	Registration:	N632K
Model/Series:	8GCBC No Series	Aircraft Category:	Airplane
Year of Manufacture:	2001	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	433-2001
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	June 1, 2019 Annual	Certified Max Gross Wt.:	2150 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	852.1 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	O-360-C1G
Registered Owner:	Ralph R Pocock Farms Inc	Rated Power:	180 Horsepower
Operator:	Ralph R Pocock Farms Inc	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KWYS,6649 ft msl	Distance from Accident Site:	13 Nautical Miles
Observation Time:	20:10 Local	Direction from Accident Site:	87°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.1 inches Hg	Temperature/Dew Point:	3°C / -8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Rexburg, ID (RXE)	Type of Flight Plan Filed:	None
Destination:	Rexburg, ID (RXE)	Type of Clearance:	None
Departure Time:	13:15 Local	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	44.67361,-111.424446(est)

Administrative Information

Investigator In Charge (IIC):	Gutierrez, Eric
Additional Participating Persons:	Matthew Blad; FAA; Salt Lake City, UT
Original Publish Date:	May 21, 2020
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=100409

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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](#).