



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Athens, Texas	Accident Number:	CEN20CA104
Date & Time:	February 27, 2020, 17:00 Local	Registration:	N2987Z
Aircraft:	Champion 7ECA	Aircraft Damage:	Substantial
Defining Event:	Collision during takeoff/land	Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot in the rear seat reported that the flight was conducted to familiarize the student pilot, who was in the front seat, with the private airstrip and surrounding obstacles. The airplane touched down "a little" long and bounced. The student aborted the landing and initiated a "max performance" climb. The pilot reported that he had briefed the student about the obstacles near the departure end of the runway but that he was unable to see the obstacles from the rear seat during climbout. The airplane impacted two trees, the right wing struck a utility pole, and the airplane then impacted the ground in a nose-down attitude. The airplane sustained substantial damage to the engine mount, fuselage, and both wings. The pilot reported that there were no preaccident mechanical malfunctions or failures 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 rear seat pilot and the student pilot's failure to see and avoid trees during initial climb following an aborted landing.

Findings

Personnel issues	Incorrect action performance - Pilot
Personnel issues	Incorrect action performance - Student/instructed pilot
Personnel issues	Monitoring environment - Pilot
Personnel issues	Monitoring environment - Instructor/check pilot
Environmental issues	Tree(s) - Effect on operation

Factual Information

History of Flight

Landing-flare/touchdown	Abnormal runway contact
Approach-VFR go-around	Collision during takeoff/land (Defining event)

Pilot Information

Certificate:	Airline transport	Age:	45,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	October 25, 2019
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	May 13, 2019
Flight Time:	(Estimated) 7917 hours (Total, all aircraft), 154 hours (Total, this make and model), 5649 hours (Pilot In Command, all aircraft), 58 hours (Last 90 days, all aircraft), 31 hours (Last 30 days, all aircraft)		

Student pilot Information

Certificate:	Student	Age:	21,Male
Airplane Rating(s):	None	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	October 8, 2019
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 22 hours (Total, all aircraft), 22 hours (Total, this make and model), 22 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Champion	Registration:	N2987Z
Model/Series:	7ECA No Series	Aircraft Category:	Airplane
Year of Manufacture:	1978	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1246-78
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	November 16, 2019 Annual	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	5882 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:	KF44,444 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	22:55 Local	Direction from Accident Site:	182°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.26 inches Hg	Temperature/Dew Point:	13°C / -5°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Athens, TX (PVT)	Type of Flight Plan Filed:	None
Destination:	Athens, TX (PVT)	Type of Clearance:	None
Departure Time:	16:45 Local	Type of Airspace:	Class G

Airport Information

Airport:	PRIVATE AIRSTRIP PVT	Runway Surface Type:	Dirt
Airport Elevation:	444 ft msl	Runway Surface Condition:	Dry
Runway Used:	02	IFR Approach:	None
Runway Length/Width:	1150 ft / 100 ft	VFR Approach/Landing:	Go around;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor, 1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 1 None	Latitude, Longitude:	32.419998,-95.819999(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Michael
Additional Participating Persons:	Daniel Monty; FAA; Irving, TX
Original Publish Date:	August 3, 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=101011

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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](#).