



Aviation Investigation Final Report

Location:	McCall, Idaho	Accident Number:	WPR20CA227
Date & Time:	July 12, 2020, 08:30 Local	Registration:	N952B
Aircraft:	Champion 7GCBC	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of the tailwheel equipped airplane reported that, during the approach into an airstrip with a short, upslope runway, he intentionally carried more airspeed for the purpose of having "energy to flare." During the flare, the airplane did not touchdown immediately, and when the airplane did touchdown, about 300 ft of runway remained. The airplane crested the top of the hill and the pilot applied additional braking action which resulted in the tail lifting. The airplane subsequently nosed over and came to rest inverted.

The airplane sustained substantial damage to the right wing 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 decision to land with excessive approach airspeed, which resulted in the airplane landing long, the application of additional braking action to stop and subsequent nose over.

Findings

Personnel issues	Decision making/judgment - Pilot
Aircraft	Airspeed - Not attained/maintained
Personnel issues	Aircraft control - Pilot

Factual Information

History of Flight

Landing	Loss of control on ground (Defining event)
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Pilot Information

Certificate:	Private	Age:	61, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	5-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	June 11, 2020
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 13, 2020
Flight Time:	(Estimated) 2078.1 hours (Total, all aircraft), 1847 hours (Total, this make and model), 2033.1 hours (Pilot In Command, all aircraft), 33.7 hours (Last 90 days, all aircraft), 20.1 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Champion	Registration:	N952B
Model/Series:	7GCBC No Series	Aircraft Category:	Airplane
Year of Manufacture:	2006	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1408-2006
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	July 1, 2020 Annual	Certified Max Gross Wt.:	1950 lbs
Time Since Last Inspection:	13 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1834.2 Hrs as of last inspection	Engine Manufacturer:	Superior
ELT:	C126 installed, not activated	Engine Model/Series:	O-360-A3A2
Registered Owner:	Brickley Construction	Rated Power:	180 Horsepower
Operator:	Brickley Construction	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KSMN,4044 ft msl	Distance from Accident Site:	47 Nautical Miles
Observation Time:	07:56 Local	Direction from Accident Site:	92°
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:	30.06 inches Hg	Temperature/Dew Point:	13°C / 7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Cabin Creek, ID	Type of Flight Plan Filed:	None
Destination:	Mile High, ID	Type of Clearance:	None
Departure Time:	08:15 Local	Type of Airspace:	Class G

Airport Information

Airport:	Mile Hi PVT	Runway Surface Type:	Dirt;Grass/turf
Airport Elevation:	5831 ft msl	Runway Surface Condition:	Dry;Rough;Soft;Vegetation
Runway Used:	19	IFR Approach:	None
Runway Length/Width:	560 ft / 30 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	45.150554,-114.999443(est)

Administrative Information

Investigator In Charge (IIC):	Nepomuceno, Eleazar
Additional Participating Persons:	Gregory Horrell; FAA; Boise, ID
Original Publish Date:	May 6, 2021
Last Revision Date:	
Investigation Class:	Class 4
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=101635

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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](#).