



# Aviation Investigation Final Report

<b>Location:</b>	Angola, Indiana	<b>Accident Number:</b>	CEN20CA310
<b>Date &amp; Time:</b>	July 24, 2020, 20:10 Local	<b>Registration:</b>	N86614
<b>Aircraft:</b>	Champion 7GCBC	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control in flight	<b>Injuries:</b>	1 Minor, 1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that while performing a low-level pass parallel to the runway in the airplane, he allowed himself to become distracted. The airplane started drifting to the right and he found himself, "fighting the controls not realizing I cross controlled the control surfaces." The pilot felt a sink develop and applied full power with right rudder, but the right wing "unloaded." The pilot attempted to recover; however, he reported the airplane was too low and slow, an aerodynamic stall occurred, and the airplane impacted a grass field. The airplane, which was not equipped with a stall warning system nor was it required to be, sustained substantial damage to the right wing and the fuselage. The pilot reported there were no preimpact mechanical malfunctions or failures with the airframe and engine 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 failure to maintain control of the airplane during a low-level pass, resulting in the airplane exceeding its critical angle of attack that caused an aerodynamic stall and subsequent impact with terrain. Contributing to the accident was the pilot's distraction during the low-level pass.

## Findings

<b>Personnel issues</b>	Aircraft control - Pilot
<b>Aircraft</b>	Angle of attack - Capability exceeded
<b>Personnel issues</b>	Attention - Pilot

## Factual Information

### History of Flight

<b>Maneuvering-low-alt flying</b>	Low altitude operation/event
<b>Maneuvering-low-alt flying</b>	Miscellaneous/other
<b>Maneuvering-low-alt flying</b>	Loss of control in flight (Defining event)
<b>Maneuvering-low-alt flying</b>	Attempted remediation/recovery
<b>Maneuvering-low-alt flying</b>	Aerodynamic stall/spin

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	57, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	4-point
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 With waivers/limitations	<b>Last FAA Medical Exam:</b>	August 1, 2019
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	June 24, 2018
<b>Flight Time:</b>	(Estimated) 93 hours (Total, all aircraft), 15 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Champion	<b>Registration:</b>	N86614
<b>Model/Series:</b>	7GCBC No Series	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1974	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	644-74
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	September 12, 2019 Annual	<b>Certified Max Gross Wt.:</b>	1650 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2022 Hrs at time of accident	<b>Engine Manufacturer:</b>	Lycoming Engines
<b>ELT:</b>	C91A installed, not activated	<b>Engine Model/Series:</b>	O-320-A2B
<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>	KOEB,959 ft msl	<b>Distance from Accident Site:</b>	18 Nautical Miles
<b>Observation Time:</b>	23:55 Local	<b>Direction from Accident Site:</b>	5°
<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>	/	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	30.09 inches Hg	<b>Temperature/Dew Point:</b>	28°C / 20°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Angola, IN (ANQ )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Angola, IN (ANQ )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	19:45 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Tri-State Steuben County ANQ	<b>Runway Surface Type:</b>	Asphalt;Grass/turf
<b>Airport Elevation:</b>	995 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	05	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	4540 ft / 75 ft	<b>VFR Approach/Landing:</b>	Forced landing;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<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>	1 Minor, 1 None	<b>Latitude, Longitude:</b>	41.636665,-85.086112(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Hodges, Michael
<b>Additional Participating Persons:</b>	Thomas Kozura ; FAA Grand Rapids FSDO ; Grand Rapids , MI
<b>Original Publish Date:</b>	February 2, 2021
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=101680">https://data.nts.gov/Docket?ProjectID=101680</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](#).