



# Aviation Investigation Final Report

<b>Location:</b>	Beaumont, Texas	<b>Accident Number:</b>	CEN21LA468
<b>Date &amp; Time:</b>	September 17, 2021, 19:10 Local	<b>Registration:</b>	N2468W
<b>Aircraft:</b>	AMERICAN CHAMPION AIRCRAFT 8KCAB	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control in flight	<b>Injuries:</b>	1 Serious, 1 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported after a 20-minute local flight, he and the flight instructor landed and swapped seats so that the flight instructor could fly a traffic pattern from the front seat. The flight instructor flew a tight traffic pattern and as he turned from a right base leg toward the final approach, the airplane descended rapidly and impacted terrain prior to the runway. The airplane sustained substantial damage to both wings and the fuselage.

The flight instructor did not recall the accident sequence due to his injuries. Both pilots 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 flight instructor’s failure to maintain aircraft control during the turn to final approach resulting in a rapid descent and impact with terrain.

## Findings

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<b>Personnel issues</b>	Aircraft control - Instructor/check pilot
<b>Aircraft</b>	Descent/approach/glide path - Not attained/maintained

## Factual Information

### History of Flight

<b>Approach-VFR pattern base</b>	Loss of control in flight (Defining event)
<b>Approach-VFR pattern base</b>	Collision with terr/obj (non-CFIT)

### Flight instructor Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	41, 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>	5-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane single-engine	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 2 None	<b>Last FAA Medical Exam:</b>	January 29, 2020
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	August 31, 2020
<b>Flight Time:</b>	2190 hours (Total, all aircraft), 38 hours (Total, this make and model), 2150 hours (Pilot In Command, all aircraft), 112 hours (Last 90 days, all aircraft), 41 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	44, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Rear
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Lap only
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 2 Unknown	<b>Last FAA Medical Exam:</b>	January 29, 2021
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	December 5, 2020
<b>Flight Time:</b>	577 hours (Total, all aircraft), 115 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	AMERICAN CHAMPION AIRCRAFT	<b>Registration:</b>	N2468W
<b>Model/Series:</b>	8KCAB	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	2001	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	886-2001
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	March 1, 2021 Annual	<b>Certified Max Gross Wt.:</b>	1800 lbs
<b>Time Since Last Inspection:</b>	100 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1600 Hrs at time of accident	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated	<b>Engine Model/Series:</b>	AEIO-360 SER
<b>Registered Owner:</b>	BRIDGES BRANDON NEAL	<b>Rated Power:</b>	180 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>	KBMT,33 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	19:15 Local	<b>Direction from Accident Site:</b>	125°
<b>Lowest Cloud Condition:</b>	Scattered / 3700 ft AGL	<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>	29.94 inches Hg	<b>Temperature/Dew Point:</b>	29°C / 24°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Beaumont, TX (BMT)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Beaumont, TX (BMT)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	19:08 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	BEAUMONT MUNI BMT	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	31 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	13/31	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	4001 ft / 75 ft	<b>VFR Approach/Landing:</b>	Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious, 1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Serious, 1 Minor	<b>Latitude, Longitude:</b>	30.07394,-94.220834(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Folkerts, Michael
<b>Additional Participating Persons:</b>	Robert McGee; Flight Standards District Office; Houston, TX
<b>Original Publish Date:</b>	March 25, 2022
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</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=104009">https://data.ntsb.gov/Docket?ProjectID=104009</a>

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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](#).