



Aviation Investigation Final Report

Location:	Greeley, Colorado	Accident Number:	CEN22LA028
Date & Time:	October 29, 2021, 14:15 Local	Registration:	N125WB
Aircraft:	AMERICAN CHAMPION AIRCRAFT 8GCBC	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that during landing with a slight crosswind, he was unable to maintain directional control and the airplane ground looped to the right, which resulted in substantial damage to the left wing. He reported that there were no mechanical malfunctions or failures that would have precluded normal operation and that the accident may have been prevented with better control of the rudder and differential braking.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's loss of directional control during the landing roll.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Directional control - Not attained/maintained

Factual Information

History of Flight

Landing	Loss of control on ground (Defining event)
Landing-landing roll	Runway excursion

Pilot Information

Certificate:	Private	Age:	80,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Center
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	June 14, 2018
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 24, 2020
Flight Time:	2626 hours (Total, all aircraft), 32 hours (Total, this make and model), 32 hours (Last 90 days, all aircraft), 16 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	AMERICAN CHAMPION AIRCRAFT	Registration:	N125WB
Model/Series:	8GCBC	Aircraft Category:	Airplane
Year of Manufacture:	2008	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	505-2008
Landing Gear Type:	Tailwheel	Seats:	3
Date/Type of Last Inspection:	June 2, 2021 Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:	55 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1525 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	C126 installed, not activated	Engine Model/Series:	O-360-C1G
Registered Owner:	On file	Rated Power:	180
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:	KGXY, 4697 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	13:56 Local	Direction from Accident Site:	147°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots / None	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.06 inches Hg	Temperature/Dew Point:	21°C / -1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Broomfield, CO (BJC)	Type of Flight Plan Filed:	None
Destination:	Greeley, CO (GXY)	Type of Clearance:	None
Departure Time:	10:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	GREELEY-WELD COUNTY GXY	Runway Surface Type:	Concrete
Airport Elevation:	4696 ft msl	Runway Surface Condition:	Dry
Runway Used:	17/35	IFR Approach:	None
Runway Length/Width:	10000 ft / 100 ft	VFR Approach/Landing:	Stop and go

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	40.437417, -104.63322(est)

Administrative Information

Investigator In Charge (IIC):	Folkerts, Michael
Additional Participating Persons:	Roger Miller; Flight Standards District Office; Denver, CO
Original Publish Date:	May 4, 2022
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=104206

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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](#).