



Aviation Investigation Final Report

Location:	Oklahoma City, Oklahoma	Accident Number:	CEN23LA121
Date & Time:	February 20, 2023, 12:39 Local	Registration:	N303SB
Aircraft:	AMERICAN CHAMPION AIRCRAFT 8KCAB	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The rear seat pilot reported that he was showing the front seat passenger the “basic operation” of a tailwheel airplane. During the three-point landing, with the passenger on the flight controls, the pilot verbally “talked him through the basic steps” of the landing. The landing was unsuccessful and a go-around was initiated. The pilot then took control, stabilized the airplane, and then decided land on the remaining runway. After touchdown, the airplane “turned sharply” to the right, the airplane departed the runway, and impacted a runway sign. The airplane remained upright, and the pilot was able to taxi the airplane back to his hangar.

The airplane sustained substantial damage to the left wing forward and aft lift struts. The pilot reported that there were no preimpact mechanical malfunctions or failures that would have precluded normal operation. The pilot additionally reported that the accident could have been prevented by maintaining “aircraft control at all times.”

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 directional control during the landing, that resulted in a runway excursion, and an impact with an obstacle.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Directional control - Not attained/maintained
Environmental issues	Sign/marker - Effect on equipment

Factual Information

History of Flight

Landing	Loss of control on ground (Defining event)
Landing	Runway excursion
Landing	Collision during takeoff/land

Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	88, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	5-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	Class 3 Waiver time limited special	Last FAA Medical Exam:	July 22, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	May 14, 2022
Flight Time:	(Estimated) 6500 hours (Total, all aircraft), 800 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	AMERICAN CHAMPION AIRCRAFT	Registration:	N303SB
Model/Series:	8KCAB NO SERIES	Aircraft Category:	Airplane
Year of Manufacture:	2001	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	887-2001
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	April 7, 2022 Annual	Certified Max Gross Wt.:	1800 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1200 Hrs as of last inspection	Engine Manufacturer:	Lycoming Engines
ELT:	C126 installed, not activated	Engine Model/Series:	AEIO-360-H1B
Registered Owner:	On file	Rated Power:	180 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None
Operator Does Business As:	On file	Operator Designator Code:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KPWA, 1280 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	11:53 Local	Direction from Accident Site:	126°
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:	29.83 inches Hg	Temperature/Dew Point:	17°C / 7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Oklahoma City, OK	Type of Flight Plan Filed:	None
Destination:	Oklahoma City, OK	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class D

Airport Information

Airport:	WILEY POST PWA	Runway Surface Type:	Asphalt;Concrete
Airport Elevation:	1299 ft msl	Runway Surface Condition:	Dry
Runway Used:	17R	IFR Approach:	None
Runway Length/Width:	5002 ft / 75 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	35.542303,-97.649208(est)

Administrative Information

Investigator In Charge (IIC):	Hodges, Michael
Additional Participating Persons:	Laurence Schreiber; FAA Will Rogers FSDO; Oklahoma City, OK
Original Publish Date:	April 20, 2023
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=106787

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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](#).