



Aviation Investigation Final Report

Location:	SHERIDAN, Indiana	Accident Number:	CHI87DEX08
Date & Time:	August 31, 1987, 17:00 Local	Registration:	N6343N
Aircraft:	CHAMPION 7KCAB	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

ON INITIAL CLIMBOUT AT APPROXIMATELY 400' AGL THE AIRCRAFT EXPERIENCED A TOTAL POWER FAILURE. THE PILOT ATTEMPTED TO MANEUVER THE AIRCRAFT TO RETURN TO THE AIRPORT, HOWEVER, THE AIRCRAFT WAS FORCED TO LAND IN A FARM FIELD 1/4 MILE SHORT OF THE AIRPORT. THE PRIVATE PILOT RECEIVING INSTRUCTION STATED THAT THE AIRCRAFT HIT THE GROUND IN A NOSE-LOW, LEFT BANK ATTITUDE. THE LEFT MAIN GEAR COLLAPSED DURING THE LANDING. EXAMINATION AND RUN-UP OF THE ENGINE BY FAA INVESTIGATORS FAILED 'TO PROVIDE CONCLUSIVE EVIDENCE TO SHOW INDICATION OF AN ENGINE MALFUNCTION.'

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Findings

2. EMERGENCY PROCEDURE - INITIATED - PILOT IN COMMAND(CFI)
3. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND(CFI)

Occurrence #3: HARD LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

4. (F) FLARE - MISJUDGED - PILOT IN COMMAND(CFI)
5. LANDING GEAR,MAIN GEAR - OVERLOAD

Factual Information

Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	32, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	July 2, 1987
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	2194 hours (Total, all aircraft), 14 hours (Total, this make and model), 2098 hours (Pilot In Command, all aircraft), 193 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CHAMPION	Registration:	N6343N
Model/Series:	7KCAB 7KCAB	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Aerobatic; Normal	Serial Number:	35
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	August 1, 1987 100 hour	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:	12 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1222 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-320-E2A
Registered Owner:	DAVID L. RAILER JEFF G. APPLE	Rated Power:	150 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	24°C / 7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	SHERIDAN , IN (514)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	16:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	SHERIDAN 514	Runway Surface Type:	Asphalt
Airport Elevation:	940 ft msl	Runway Surface Condition:	Dry
Runway Used:	23	IFR Approach:	None
Runway Length/Width:	3800 ft / 50 ft	VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	2 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	40.13084,-86.21051(est)

Administrative Information

Investigator In Charge (IIC):	Beville, Ellen
Additional Participating Persons:	GARY A BLACKMAN; INDIANAPOLIS , IN
Original Publish Date:	January 11, 1989
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=13612

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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](#).