



# Aviation Investigation Final Report

<b>Location:</b>	HILL CITY, South Dakota	<b>Accident Number:</b>	CHI91LA209
<b>Date &amp; Time:</b>	July 4, 1991, 14:00 Local	<b>Registration:</b>	N1844G
<b>Aircraft:</b>	CHAMPION                      7KCAB	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor, 1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE PILOT SAID THAT AFTER LIFT OFF HE WAS UNABLE TO CLIMB AND AVOID POWER LINES AT THE END OF THE FIELD. FLIGHT WAS ATTEMPTED UNDER HIGH DENSITY ALTITUDE CONDITIONS FROM A 1100 FOOT STRIP. THE AIRCRAFT COLLIDED WITH THE POWER LINES, THEN THE TERRAIN. DENSITY ALTITUDE WAS ABOUT 8300 FEET MSL.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: POOR PREFLIGHT PLANNING BY THE PILOT AND OVER CONFIDENCE IN THE AIRCRAFTS ABILITY. FACTORS RELATED TO THE ACCIDENT WERE A HIGH DENSITY ALTITUDE AND A PROPER CLIMB RATE NOT ATTAINED.

## Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (F) WEATHER CONDITION - HIGH DENSITY ALTITUDE
  2. (C) PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
  3. (F) PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND
  4. OBJECT - WIRE,STATIC
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	58, 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>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	May 3, 1990
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	22390 hours (Total, all aircraft), 2085 hours (Total, this make and model), 2179 hours (Pilot In Command, all aircraft), 21 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CHAMPION	<b>Registration:</b>	N1844G
<b>Model/Series:</b>	7KCAB 7KCAB	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	84
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	January 2, 2000 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>		<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated, aided in locating accident	<b>Engine Model/Series:</b>	O-320-E2A
<b>Registered Owner:</b>		<b>Rated Power:</b>	150 Horsepower
<b>Operator:</b>	BRUCE ANSPAUGH	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	RAP ,3202 ft msl	<b>Distance from Accident Site:</b>	20 Nautical Miles
<b>Observation Time:</b>	13:50 Local	<b>Direction from Accident Site:</b>	40°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	40 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	7 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	220°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	39°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	14:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	KELLY NONE	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	5300 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	18	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	1100 ft / 100 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Minor	<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>	43.930686,-103.56948(est)

## Administrative Information

**Investigator In Charge (IIC):** Hruban, John

**Additional Participating Persons:** LYLE ALEXANDER;

**Original Publish Date:** March 31, 1993

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.ntsb.gov/Docket?ProjectID=15114>

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