



Aviation Investigation Final Report

Location:	OXFORD, Iowa	Accident Number:	CHI92LA189
Date & Time:	June 25, 1992, 17:30 Local	Registration:	N1652G
Aircraft:	CHAMPION 7GCBC	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT LOST DIRECTIONAL CONTROL OF THE AIRPLANE DURING A LANDING IN GUSTY WIND CONDITIONS. THE AIRPLANE TRAVELED THROUGH AN OPEN GRASS FIELD AND INTO A CREEK WHERE IT SUSTAINED SUBSTANTIAL DAMAGE. THIS FLIGHT WAS THE PILOT'S FIRST SOLO FLIGHT IN A TAIL-WHEEL AIRPLANE FOLLOWING THREE HOURS OF DUAL INSTRUCTION.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: WAS THE PILOT'S FAILURE TO MAINTAIN DIRECTIONAL CONTROL OF THE AIRPLANE DURING THE LANDING. FACTORS RELATED TO THE ACCIDENT WERE THE PILOT'S LACK OF EXPERIENCE IN TAIL WHEEL AIRPLANES AND THE GUSTY WIND CONDITIONS.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (F) WEATHER CONDITION - GUSTS
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

4. (F) TERRAIN CONDITION - DITCH

Factual Information

Pilot Information

Certificate:	Private	Age:	26, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	July 9, 1990
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	96 hours (Total, all aircraft), 3 hours (Total, this make and model), 59 hours (Pilot In Command, all aircraft), 9 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CHAMPION	Registration:	N1652G
Model/Series:	7GCBC 7GCBC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	122
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	January 2, 2000 Annual	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320-A2B
Registered Owner:	GREEN CASTLE AVIATION, INC.	Rated Power:	150 Horsepower
Operator:	GREEN CASTLE AVIATION, INC.	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:	CID ,864 ft msl	Distance from Accident Site:	8 Nautical Miles
Observation Time:	17:50 Local	Direction from Accident Site:	360°
Lowest Cloud Condition:	Scattered / 6500 ft AGL	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	15 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	26°C / 12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	17:20 Local	Type of Airspace:	Class G

Airport Information

Airport:	GREEN CASTLE IA24	Runway Surface Type:	Asphalt
Airport Elevation:	740 ft msl	Runway Surface Condition:	Dry
Runway Used:	33	IFR Approach:	None
Runway Length/Width:	2600 ft / 60 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	41.979694,-90.949256(est)

Administrative Information

Investigator In Charge (IIC):	Kleckner, Pamela
Additional Participating Persons:	STEPHEN SMITH; DES MOINES , IA
Original Publish Date:	September 28, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=15479

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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](#).