



Aviation Investigation Final Report

Location:	JOSHUA, Texas	Accident Number:	FTW93LA038
Date & Time:	November 16, 1992, 17:16 Local	Registration:	N9614S
Aircraft:	CHAMPION 7GCAA	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

WITNESSES STATED THAT THE AIRPLANE DEVELOPED A SINK RATE DURING THE FINAL APPROACH AND STRUCK WIRES AT THE END OF THE RUNWAY. IT SUBSEQUENTLY IMPACTED THE GROUND. THE PILOT STATED THAT HE COULD NOT REMEMBER WHAT HAPPENED DUE TO THE HEAD INJURIES HE SUSTAINED IN THE ACCIDENT.

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 A PROPER DESCENT RATE DURING THE APPROACH AND HIS INADEQUATE VISUAL LOOKOUT.

Findings

Occurrence #1: UNDERSHOOT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. OBJECT - WIRE, TRANSMISSION
2. (C) PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND
3. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Private	Age:	43, 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 Unknown	Last FAA Medical Exam:	
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	566 hours (Total, all aircraft), 124 hours (Total, this make and model), 528 hours (Pilot In Command, all aircraft), 18 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CHAMPION	Registration:	N9614S
Model/Series:	7GCAA 7GCAA	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	46
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	May 1, 1992 Annual	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:	50 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1350 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	O-320-A1A
Registered Owner:	CHAMPION FLYING CLUB	Rated Power:	150 Horsepower
Operator:	TOOMER, ROBERT T.	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:	Dusk
Observation Facility, Elevation:	FTW ,710 ft msl	Distance from Accident Site:	25 Nautical Miles
Observation Time:	16:50 Local	Direction from Accident Site:	15°
Lowest Cloud Condition:	Clear	Visibility	15 miles
Lowest Ceiling:	Overcast / 4500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	13 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	21°C / 12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	CLEBURNE , TX (F18)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	17:05 Local	Type of Airspace:	Class G

Airport Information

Airport:	BUFFALO CHIPS NONE	Runway Surface Type:	Grass/turf
Airport Elevation:	960 ft msl	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	
Runway Length/Width:	5400 ft / 100 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	32.460395,-97.380043(est)

Administrative Information

Investigator In Charge (IIC):	Wandel, Warren
Additional Participating Persons:	TAMARA THOMPSON; FORT WORTH , TX
Original Publish Date:	September 14, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=18617

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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](#).