



# Aviation Investigation Final Report

<b>Location:</b>	MOUNT VERNON, Texas	<b>Accident Number:</b>	FTW93LA166
<b>Date &amp; Time:</b>	May 25, 1993, 17:00 Local	<b>Registration:</b>	N7554F
<b>Aircraft:</b>	CHAMPION                      7GCAA	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Aerial observation		

## Analysis

THE PILOT STATED THAT AFTER A NORMAL TOUCHDOWN, THE AIRPLANE VEERED RIGHT AND HE WAS UNABLE TO REGAIN CONTROL. THE AIRPLANE DEPARTED THE RIGHT SIDE OF THE RUNWAY, STRUCK A RUNWAY LIGHT AND NOSED OVER. THERE WAS A 70 DEGREE, 10 KNOT CROSSWIND FROM THE RIGHT

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S INADEQUATE COMPENSATION FOR THE CROSSWIND.

### Findings

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

#### Findings

1. WEATHER CONDITION - CROSSWIND
2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: LANDING - ROLL

#### Findings

4. OBJECT - RUNWAY LIGHT

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Occurrence #3: NOSE OVER

Phase of Operation: LANDING - ROLL

## Factual Information

On Tuesday, May 25, 1993, at approximately 1700 central daylight time, a Champion 7GCAA, N7554F, was substantially damaged when it nosed over during landing at Mount Vernon, Texas. The airplane, flown by a commercial pilot, was on a 14 CFR Part 91 aerial observation flight. There was no flight plan filed and visual meteorological conditions prevailed. The pilot, the sole occupant, was not injured.

The pilot stated that after landing on runway 31, he lost control of the airplane and it veered off the right side of the runway. It subsequently struck a runway light and nosed over. The winds were reported to be 020 degrees at 10 knots.

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	42, 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>	None	<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--no waivers/lim.	<b>Last FAA Medical Exam:</b>	July 6, 1992
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1178 hours (Total, all aircraft), 843 hours (Total, this make and model), 1104 hours (Pilot In Command, all aircraft), 178 hours (Last 90 days, all aircraft), 85 hours (Last 30 days, all aircraft), 9 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CHAMPION	<b>Registration:</b>	N7554F
<b>Model/Series:</b>	7GCAA 7GCAA	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	206-70
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	May 15, 1992 Annual	<b>Certified Max Gross Wt.:</b>	1650 lbs
<b>Time Since Last Inspection:</b>	645 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	9254 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-320-A2B
<b>Registered Owner:</b>	WHELAN, MARTIN E.	<b>Rated Power:</b>	150 Horsepower
<b>Operator:</b>	WHELAN, MARTIN E.	<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>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	20 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	10 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	20°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	27°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	MEXIA , TX (TX06)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	(F53 )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	13:45 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	FRANKLIN CO. F53	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	418 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	31	<b>IFR Approach:</b>	
<b>Runway Length/Width:</b>	3200 ft / 60 ft	<b>VFR Approach/Landing:</b>	Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	33.170352,-95.220924(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Wandel, Warren
<b>Additional Participating Persons:</b>	JOSEPH MONTEROSSO; DALLAS , TX
<b>Original Publish Date:</b>	November 3, 1993
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=18756">https://data.ntsb.gov/Docket?ProjectID=18756</a>

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