



Aviation Investigation Final Report

Location:	Bryce Canyon, Utah	Accident Number:	WPR23LA228
Date & Time:	June 9, 2023, 07:50 Local	Registration:	N56QC
Aircraft:	BENOIT LECLAIR RANS S-7S	Aircraft Damage:	Substantial
Defining Event:	Nose over/nose down	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that while adjusting the aircraft's attitude for a 3-point tail-wheel landing, the aircraft bounced. Despite rudder and tail wheel inputs, the aircraft veered to the right side of the runway. The pilot elected to go around and applied full power. The airplane's landing gear became entangled in nearby bushes and the airplane subsequently impacted terrain, which resulted in substantial damage to the right wing.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

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 control of the airplane during the landing roll and subsequent impact with terrain during go-around.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Use of equip/system - Pilot

Factual Information

History of Flight

Landing-aborted after touchdown	Nose over/nose down (Defining event)
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Pilot Information

Certificate:	Sport Pilot	Age:	67,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Sport pilot Unknown	Last FAA Medical Exam:	June 23, 2017
Occupational Pilot:	No	Last Flight Review or Equivalent:	May 2, 2023
Flight Time:	262 hours (Total, all aircraft), 262 hours (Total, this make and model), 262 hours (Pilot In Command, all aircraft), 11 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

Passenger Information

Certificate:	Age:
Airplane Rating(s):	Seat Occupied: Rear
Other Aircraft Rating(s):	Restraint Used: 4-point
Instrument Rating(s):	Second Pilot Present:
Instructor Rating(s):	Toxicology Performed:
Medical Certification:	Last FAA Medical Exam:
Occupational Pilot:	Last Flight Review or Equivalent:
Flight Time:	

Aircraft and Owner/Operator Information

Aircraft Make:	BENOIT LECLAIR	Registration:	N56QC
Model/Series:	RANS S-7S	Aircraft Category:	Airplane
Year of Manufacture:	2015	Amateur Built:	Yes
Airworthiness Certificate:	Special light-sport (Special)	Serial Number:	0215610
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	April 14, 2023 Annual	Certified Max Gross Wt.:	1320 lbs
Time Since Last Inspection:	11.4 Hrs	Engines:	1
Airframe Total Time:	318 Hrs as of last inspection	Engine Manufacturer:	
ELT:	C126 installed, activated	Engine Model/Series:	
Registered Owner:	On file	Rated Power:	
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Dawn
Observation Facility, Elevation:	KBCE, 7578 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	07:53 Local	Direction from Accident Site:	205°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots / None	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.21 inches Hg	Temperature/Dew Point:	8°C / 1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Quillayute, WA (KUT9)	Type of Flight Plan Filed:	None
Destination:	Bryce, UT (KBCE)	Type of Clearance:	None
Departure Time:	06:08 Local	Type of Airspace:	Class E

Airport Information

Airport:	BRYCE CANYON BCE	Runway Surface Type:	Asphalt
Airport Elevation:	7590 ft msl	Runway Surface Condition:	Dry
Runway Used:	21	IFR Approach:	None
Runway Length/Width:	7400 ft / 75 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	37.706447,-112.1458

Administrative Information

Investigator In Charge (IIC):	Johnson, Scott
Additional Participating Persons:	James Hill; Federal Aviation Administration; Salt Lake City, UT
Original Publish Date:	October 20, 2023
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=192402

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).