



Aviation Investigation Final Report

Location:	PARAGOULD, Arkansas	Accident Number:	FTW95LA171
Date & Time:	April 15, 1995, 11:00 Local	Registration:	N4842E
Aircraft:	CHAMPION 7GC	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

AS THE STUDENT PILOT INITIATED THE TAKEOFF ROLL ON RUNWAY 22, THE AIRPLANE GROUNDLOOPE TO THE LEFT. THE FLIGHT INSTRUCTOR ATTEMPTED AN UNSUCCESSFUL RECOVERY AND THE AIRPLANE DEPARTED THE RUNWAY AND STRUCK A DITCH. STRUCTURAL DAMAGE OCCURRED TO THE RIGHT WING AND GEAR. THE WIND WAS FROM 180 DEGREES AT 10 KNOTS. THE PILOT'S REPORT INDICATED THAT THERE WERE NO MECHANICAL MALFUNCTIONS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE STUDENT PILOT'S FAILURE TO MAINTAIN DIRECTIONAL CONTROL, RESULTING IN AN INADVERTENT GROUNDLOOP. A FACTOR WAS THE INSTRUCTOR'S INADEQUATE SUPERVISION.

Findings

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

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
2. GROUND LOOP/SWERVE - INADVERTENT - DUAL STUDENT
3. (F) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

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

Findings

4. TERRAIN CONDITION - DITCH

Factual Information

On April 15, 1995, at 1100 central daylight time, a Champion 7GC, N4842E, was substantially damaged during the takeoff roll at Paragould, Arkansas. The airline transport rated pilot/flight instructor and the student pilot did not receive injuries. The instructional flight was operated under Title 14 CFR Part 91 and originated in Jonesboro, Arkansas, at 0930. Visual meteorological conditions prevailed with winds from 180 degrees at 10 knots, and a flight plan was not filed.

The flight instructor reported that as the student initiated the takeoff roll, the speed of the airplane increased, the tailwheel came off the runway, and the airplane "swang sharply to the left, like the left brake was pushed." The flight instructor reduced the power, brought the tailwheel back to the ground, and applied aft control stick. The airplane departed the left side of runway 22 and the right main wheel hit a ditch before the airplane came to rest. Structural damage occurred to the right wing, right main gear, and tail wheel. The enclosed Pilot/Operator report disclosed that the flight instructor had accumulated a total of five hours in this make and model. The report also indicated that there was no mechanical malfunctions.

Pilot Information

Certificate:	Airline transport; Commercial; Flight instructor	Age:	48, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Rear
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	August 18, 1994
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	7000 hours (Total, all aircraft), 5 hours (Total, this make and model), 6800 hours (Pilot In Command, all aircraft), 18 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CHAMPION	Registration:	N4842E
Model/Series:	7GC 7GC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	7GC-42
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	April 10, 1995 Annual	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:	3 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2920 Hrs	Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	O-290-D2B
Registered Owner:	VESTER E. SPENCER	Rated Power:	135 Horsepower
Operator:		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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	JONESBORO , AR (JBR)	Type of Flight Plan Filed:	None
Destination:	(PGR)	Type of Clearance:	VFLF
Departure Time:	09:30 Local	Type of Airspace:	Class E

Airport Information

Airport:	KIRK FIELD PGR	Runway Surface Type:	Asphalt
Airport Elevation:	291 ft msl	Runway Surface Condition:	Dry
Runway Used:	22	IFR Approach:	None
Runway Length/Width:	3798 ft / 60 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	35.920433,-91.940345(est)

Administrative Information

Investigator In Charge (IIC):	Struhsaker, James
Additional Participating Persons:	JEFFERY K LASHBROOK; LITTLE ROCK , AR
Original Publish Date:	October 19, 1995
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=19396

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](#).