



Aviation Investigation Final Report

Location:	PUTNAM, Oklahoma	Accident Number:	FTW84LA221
Date & Time:	May 4, 1984, 13:45 Local	Registration:	N5194X
Aircraft:	CHAMPION 7KCAB	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE ACFT BOUNCED DURING LANDING AND THE PLT ATTEMPTED TO ABORT THE LANDING. A TRUCK WAS PARKED NEAR THE END OF THE FIELD. THE ACFT COLLIDED WITH THE TRUCK WHICH IT FAILED TO CLEAR IN AN ATTEMPT TO FLY OVER IT. THERE WERE NO REPORTED MALFUNCTIONS OF EQUIPMENT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: GO-AROUND (VFR)

Findings

1. (F) OBJECT - VEHICLE
2. (C) RECOVERY FROM BOUNCED LANDING - INADEQUATE - PILOT IN COMMAND
3. (F) ABORT - PERFORMED - PILOT IN COMMAND
4. (C) DISTANCE - MISJUDGED - PILOT IN COMMAND
5. (C) CLEARANCE - NOT ATTAINED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	25, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
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 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	August 2, 1983
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	310 hours (Total, all aircraft), 115 hours (Total, this make and model), 221 hours (Pilot In Command, all aircraft), 76 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CHAMPION	Registration:	N5194X
Model/Series:	7KCAB 7KCAB	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	194
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	September 30, 1983 Annual	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:	200 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2500 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-320-E2A
Registered Owner:	TUCK'S FLYING SERVICE	Rated Power:	150 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:	CSM ,1922 ft msl	Distance from Accident Site:	33 Nautical Miles
Observation Time:	13:45 Local	Direction from Accident Site:	192°
Lowest Cloud Condition:	Clear	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	23°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	13:00 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	Grass/turf
Airport Elevation:	1900 ft msl	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	2600 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	35.860588,-98.920822(est)

Administrative Information

Investigator In Charge (IIC): Mcfall, T

Additional Participating Persons: WILLIAM B MADSEN; OKLAHOMA CITY , OK

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=21324>

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](#).