



# Aviation Investigation Final Report

<b>Location:</b>	CIRCLE HOT SPRI, Alaska	<b>Accident Number:</b>	ANC94LA056
<b>Date &amp; Time:</b>	May 8, 1994, 17:30 Local	<b>Registration:</b>	N1648G
<b>Aircraft:</b>	CHAMPION 7GCBC	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE PILOT-IN-COMMAND HAD NOT FLOWN IN A YEAR AND HAD JUST PURCHASED THIS AIRPLANE. HE RECEIVED A BIENNIAL FLIGHT REVIEW WHICH INCLUDED A 'DOZEN OR SO' LANDINGS. HE WAS ATTEMPTING TO LAND IN A 15 KNOT CROSSWIND AND LOST CONTROL OF THE AIRPLANE WHILE HE WAS ATTEMPTING TO RETRACT HIS FLAPS.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT-IN-COMMAND'S FAILURE TO MAINTAIN DIRECTIONAL CONTROL AND HIS LACK OF EXPERIENCE IN CROSSWIND LANDINGS.

## Findings

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

### Findings

1. WEATHER CONDITION - CROSSWIND
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. (C) LACK OF RECENT EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

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



## Factual Information

On May 8, 1994, at 1730 Alaska daylight time, a wheel equipped Champion airplane, N1648G, registered to and operated by the Pilot-in-Command, ran off the runway at Circle Hot Springs, Alaska. The personal flight, operating under 14 CFR Part 91, departed Fairbanks, Alaska, at 1615 and the destination was Circle Hot Springs. Visual meteorological conditions prevailed and the airplane was substantially damaged. The Pilot-in-Command, the sole occupant, was not injured.

According to the Pilot-in-Command, he had not flown for approximately a year. He just purchased this airplane and completed a biennial flight review which included a "dozen or so" landings. He stated he landed with a 15 knot crosswind and was attempting to retract his flaps. The airplane veered into the wind and ran off the side of the runway and down a small embankment.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	43, 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 3 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	October 4, 1993
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	370 hours (Total, all aircraft), 4 hours (Total, this make and model), 370 hours (Pilot In Command, all aircraft), 4 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CHAMPION	<b>Registration:</b>	N1648G
<b>Model/Series:</b>	7GCBC 7GCBC	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	129
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	June 15, 1993 Annual	<b>Certified Max Gross Wt.:</b>	1600 lbs
<b>Time Since Last Inspection:</b>	30 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1020 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-320-A
<b>Registered Owner:</b>	WARNER, CARL E.	<b>Rated Power:</b>	150 Horsepower
<b>Operator:</b>	WARNER, CARL 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>	Scattered / 4500 ft AGL	<b>Visibility</b>	30 miles
<b>Lowest Ceiling:</b>	Broken	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	15 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	180°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	FAIRBANKS , AK (FAI )	<b>Type of Flight Plan Filed:</b>	VFR
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	16:15 Local	<b>Type of Airspace:</b>	Airport advisory area

## Airport Information

<b>Airport:</b>	CIRCLE HOT SPRINGS CHP	<b>Runway Surface Type:</b>	Gravel
<b>Airport Elevation:</b>	980 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	28	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3700 ft / 50 ft	<b>VFR Approach/Landing:</b>	Full stop

## 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>	64.809295,-147.719726(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Kobelnyk, George
<b>Additional Participating Persons:</b>	HARLEY HOLT; FAIRBANKS , AK
<b>Original Publish Date:</b>	January 25, 1995
<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=2500">https://data.ntsb.gov/Docket?ProjectID=2500</a>

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