



# Aviation Investigation Final Report

<b>Location:</b>	SAN JOSE, California	<b>Accident Number:</b>	LAX97LA267
<b>Date &amp; Time:</b>	July 26, 1997, 13:30 Local	<b>Registration:</b>	N8333V
<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's touchdown and initial rollout were uneventful. The pilot reported that he had the airplane trimmed 'all the way back,' and he applied brakes. The airplane veered off the runway, collided with an airport sign, nosed over, and came to rest in a dirt clearing adjacent to the runway. The pilot indicated that during the landing he had 'over corrected' which resulted in his loss of control as the airplane drifted left. The surface wind was calm.

## 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 directional control, and excessive remedial action, which resulted in an inadvertent swerve off the runway.

## Findings

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

### Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (C) REMEDIAL ACTION - EXCESSIVE - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

4. OBJECT - SIGN

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Occurrence #3: NOSE OVER

Phase of Operation: LANDING - ROLL

## Factual Information

On July 26, 1997, at 1330 hours Pacific daylight time, a Champion 7GCBC, N8333V, owned and operated by the pilot, collided with an airport sign while landing on runway 31R at the Reid Hillview of Santa Clara County Airport, San Jose, California. The pilot reported that he had the airplane trimmed "all the way back," and he applied brakes. The airplane veered off the runway, collided with the sign, and came to rest in a dirt clearing adjacent to the runway. Visual meteorological conditions prevailed at the time of the personal flight, and no flight plan was filed. The airplane was substantially damaged, and the private pilot was not injured. The flight originated from San Jose at 1300.

In the pilot's completed report he indicated that no mechanical problems were experienced during the accident flight. The pilot further reported that during the landing he "over corrected" and the airplane drifted left. After colliding with the sign the airplane nosed over. At the time, the surface wind was calm.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	62, 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>	July 11, 1995
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1000 hours (Total, all aircraft), 300 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Champion	<b>Registration:</b>	N8333V
<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>	63
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	January 24, 1997 Annual	<b>Certified Max Gross Wt.:</b>	1650 lbs
<b>Time Since Last Inspection:</b>	30 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1320 Hrs	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-320
<b>Registered Owner:</b>	FRED F. SCHURPF	<b>Rated Power:</b>	150 Horsepower
<b>Operator:</b>		<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>	RHV ,133 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	13:30 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	15 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<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>	(SJC )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	(RHV )	<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>	13:00 Local	<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>	REID HILLVIEW RHV	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	133 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	31R	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3101 ft / 75 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>	37.330375,-121.829147(est)

## Administrative Information

**Investigator In Charge (IIC):** Pollack, Wayne  
**Additional Participating Persons:** J. P HOWARD; SAN JOSE , CA

**Original Publish Date:** November 10, 1998

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.ntsb.gov/Docket?ProjectID=29858>

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