



# Aviation Investigation Final Report

<b>Location:</b>	HARTFORD, Alabama	<b>Accident Number:</b>	ATL94LA145
<b>Date &amp; Time:</b>	July 22, 1994, 18:00 Local	<b>Registration:</b>	N5105X
<b>Aircraft:</b>	CHAMPION                      7-GCBC	<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 WAS CONDUCTING WHEEL LANDINGS IN THE TAILWHEEL EQUIPPED AIRPLANE. HE STATED THAT DURING THE LANDING ROLL, HE APPLIED THE WHEEL BRAKES TOO SOON. A NOSE OVER RESULTED FRACTURING THE WING SPAR. THE PILOT ALSO STATED THAT HIS RECENT WHEEL LANDINGS HAD BEEN IN ANOTHER AIRPLANE WITH LESS EFFECTIVE BRAKES.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S IMPROPER USE OF THE WHEEL BRAKES.

## Findings

Occurrence #1: NOSE OVER  
Phase of Operation: LANDING - ROLL

### Findings

1. (C) BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND  
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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING - ROLL

## Factual Information

On July 22, 1994, about 1800 central daylight time, a Champion BL-7-GCBC, N5105X, nosed over during the landing roll at a private airstrip at Hartford, Alabama. The airplane was operated by the owner/pilot under 14 CFR Part 91, and visual flight rules. A flight plan was not filed for the local, personal flight. There was substantial damage to the airplane, and the pilot was not injured. Origination of the flight was the same private airstrip at 1730.

The pilot stated that he was performing wheel landings in the tailwheel equipped Champion. During the landing roll, he applied the wheel brakes too soon. A nose over resulted, and the right wing struck the ground fracturing the main spar. He stated that his recent wheel landings had been in another airplane which had less effective brakes.

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	64, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane; Helicopter	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine; None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	February 22, 1994
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	5208 hours (Total, all aircraft), 53 hours (Total, this make and model), 3924 hours (Pilot In Command, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CHAMPION	<b>Registration:</b>	N5105X
<b>Model/Series:</b>	7-GCBC 7-GCBC	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	150
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	June 5, 1994 Annual	<b>Certified Max Gross Wt.:</b>	1650 lbs
<b>Time Since Last Inspection:</b>	51 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2334 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-320-A2B
<b>Registered Owner:</b>	HOLMAN, JERRY P.	<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>	DHN ,401 ft msl	<b>Distance from Accident Site:</b>	20 Nautical Miles
<b>Observation Time:</b>	17:50 Local	<b>Direction from Accident Site:</b>	50°
<b>Lowest Cloud Condition:</b>	Scattered / 3500 ft AGL	<b>Visibility</b>	7 miles
<b>Lowest Ceiling:</b>	Broken / 15000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	10 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	310°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	27°C / 21°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	17:30 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	HOLMAN FIELD NONE	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	246 ft msl	<b>Runway Surface Condition:</b>	Soft
<b>Runway Used:</b>	24	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	1800 ft / 150 ft	<b>VFR Approach/Landing:</b>	Traffic pattern

## 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>	31.100418,-85.689903(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Hicks, Preston
<b>Additional Participating Persons:</b>	JERRY YATES; BIRMINGHAM , AL
<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=3423">https://data.ntsb.gov/Docket?ProjectID=3423</a>

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