



# Aviation Investigation Final Report

<b>Location:</b>	COPALIS BEACH, Washington	<b>Accident Number:</b>	SEA89LA089
<b>Date &amp; Time:</b>	May 15, 1989, 11:50 Local	<b>Registration:</b>	N8978R
<b>Aircraft:</b>	CHAMPION 7GCB	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE PILOT LANDED ON SOFT SAND ON A CLOSED BEACH AIRSTRIP, RESULTING IN AN OVERSTRESS FRACTURE OF THE LEFT MAIN LANDING GEAR STRUT DURING LANDING ROLL. THE WINGS AND FUSELAGE WERE DAMAGED BY IMPACT WITH THE GROUND DURING AN ABRUPT SWERVE AFTER THE LANDING GEAR STRUT COLLAPSED.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO PERFORM THE NECESSARY PREFLIGHT PLANNING AND PREPARATION WHICH RESULTED IN THE SELECTION OF UNSUITABLE TERRAIN FOR LANDING. CONTRIBUTING TO THE ACCIDENT WAS THE SOFT SAND BAR.

## Findings

Occurrence #1: MAIN GEAR COLLAPSED  
Phase of Operation: LANDING - ROLL

### Findings

1. LANDING GEAR, MAIN GEAR STRUT - OVERLOAD
  2. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  3. (F) TERRAIN CONDITION - SOFT
  4. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND
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Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: LANDING - ROLL

Findings

5. TERRAIN CONDITION - SAND BAR

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	27, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Expired	<b>Last FAA Medical Exam:</b>	April 29, 1987
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2600 hours (Total, all aircraft), 125 hours (Total, this make and model), 1200 hours (Pilot In Command, all aircraft), 230 hours (Last 90 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CHAMPION	<b>Registration:</b>	N8978R
<b>Model/Series:</b>	7GCB 7GCB	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	7GCB
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	1650 lbs
<b>Time Since Last Inspection:</b>	0 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-320-A
<b>Registered Owner:</b>	ROBERT S STONE	<b>Rated Power:</b>	150 Horsepower
<b>Operator:</b>	ROBERT S. STONE	<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>	HQM ,14 ft msl	<b>Distance from Accident Site:</b>	14 Nautical Miles
<b>Observation Time:</b>	11:50 Local	<b>Direction from Accident Site:</b>	110°
<b>Lowest Cloud Condition:</b>	25000 ft AGL	<b>Visibility</b>	30 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	13 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	260°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	16°C / 10°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	OLYMPIA , WA	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	COPALIS BEACH , WA (S16 )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	11:00 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	COPALIS STATE S16	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>	1 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	15	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	5000 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>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	47.0909,-124.130966(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Mangum, Prentiss
<b>Additional Participating Persons:</b>	HAROLD HUTCHINS; SEATTLE , WA JOE EPPERSON; WASHINGTON , DC
<b>Original Publish Date:</b>	October 24, 1990
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=41015">https://data.nts.gov/Docket?ProjectID=41015</a>

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