



Aviation Investigation Final Report

Location:	PROSSER, Washington	Accident Number:	SEA92FA130
Date & Time:	June 20, 1992, 07:00 Local	Registration:	N1812G
Aircraft:	CHAMPION 7GCBC	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

A WITNESS REPORTED THAT IT WAS COMMON FOR THE STUDENT PILOT TO FLY AROUND HIS HOUSE TO WAVE HELLO (WAG THE AIRPLANE'S WINGS). THE AIRPLANE WAS APPROXIMATELY 200 FEET AGL AND MAKING A SHALLOW RIGHT TURN ABOUT THE HOUSE. WHEN THE AIRPLANE WAS APPROXIMATELY 180 DEGREES THROUGH THE TURN, THE BANK ANGLE SUDDENLY INCREASED AND THE NOSE OF THE AIRPLANE DROPPED. THE AIRPLANE COMPLETED ONE SPIN ROTATION BEFORE COLLIDING WITH THE TERRAIN IN A NOSE DOWN ATTITUDE. DURING THE POST-CRASH INSPECTION, THERE WAS NO EVIDENCE FOUND TO INDICATE A MECHANICAL FAILURE OR MALFUNCTION.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: INADEQUATE INFLIGHT PLANNING/PREPARATION AND AIRSPEED WAS NOT MAINTAINED. A FACTOR TO THE ACCIDENT WAS: AN UNCONTROLLED STALL/SPIN.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING

Findings

1. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. (F) STALL/SPIN - UNCONTROLLED - PILOT IN COMMAND

3. (C) IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Student	Age:	32, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	March 5, 1991
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	169 hours (Total, all aircraft), 145 hours (Total, this make and model), 137 hours (Pilot In Command, all aircraft), 16.5 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CHAMPION	Registration:	N1812G
Model/Series:	7GCBC 7GCBC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Aerobatic	Serial Number:	96
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	October 4, 1991 Annual	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:	68 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1386 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-320-A2B
Registered Owner:	ANDERSON, KIRK M. & GLEN H.	Rated Power:	150 Horsepower
Operator:	ANDERSON, KIRK M. & GLEN H.	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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	30 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	06:45 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	46.119754,-119.679534(est)

Administrative Information

Investigator In Charge (IIC):	Eckrote, Debra
Additional Participating Persons:	PAUL HAGGLAND; RENTON , WA
Original Publish Date:	September 14, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=41583

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](#).