



Aviation Investigation Final Report

Location:	RAYVILLE, Louisiana	Accident Number:	FTW00LA227
Date & Time:	July 29, 2000, 10:00 Local	Registration:	N2978G
Aircraft:	Champion 7KCAB	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The flight instructor was demonstrating a normal landing to the south in a tailwheel-equipped aircraft. The pilot made a 3-point touchdown with a 'light crosswind.' The airplane rolled 300-400 feet down the runway, and when the airplane was abeam a tree line, a gust of wind veered the airplane toward the right edge of the runway. The flight instructor attempted to correct for the wind gust; however, his 'heel slid off of the heel brake.' The flight instructor 'held full rudder and got back on brake too late.' The airplane exited the right side of the runway, and subsequently impacted a ditch. The pilot added that the wind was out of the southwest at 10 knots, gusting to 18 knots.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The flight instructor's failure to maintain directional control. A factor was the wind gusts.

Findings

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

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (F) WEATHER CONDITION - GUSTS

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

Findings

3. TERRAIN CONDITION - DITCH

Factual Information

On July 29, 2000, at 1000 central daylight time, a Champion 7KCAB tailwheel-equipped airplane, N2978G, was substantially damaged when it impacted a ditch during the landing roll at the John H. Hooks Jr. Memorial Airport near Rayville, Louisiana. The airplane was registered to and operated by Barham Bros. Inc., of Oak Ridge, Louisiana. The flight instructor and the private pilot receiving instruction were not injured. Visual meteorological conditions prevailed and a flight plan was not filed for the 14 Code of Federal Regulations Part 91 instructional flight. The local flight originated from the John H. Hooks Jr. Memorial Airport at 0830.

According to the NTSB Pilot/Operator Aircraft Accident Report (NTSB Form 6120.1/2), the flight instructor stated that he was demonstrating a normal landing on runway 18 at the end of the instructional flight. He reported that he "touched down 3-point with light crosswind." The airplane rolled 300-400 feet down the runway, and when the airplane was abeam a tree line, a gust of wind veered the airplane toward the right edge of the runway. The flight instructor stated that he attempted to correct for the wind gust; however, his "heel slid off of the heel brake." The flight instructor "held full rudder and got back on brake too late." The airplane exited the right side of the runway, and subsequently impacted a ditch. The pilot added that the wind was out of the southwest at 10 knots, gusting to 18 knots.

According to the FAA inspectors who examined the airplane, the airplane's fuselage sustained structural damage.

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	63, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	November 4, 1999
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	4400 hours (Total, all aircraft), 500 hours (Total, this make and model), 4300 hours (Pilot In Command, all aircraft), 70 hours (Last 90 days, all aircraft), 42 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Champion	Registration:	N2978G
Model/Series:	7KCAB 7KCAB	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Restricted (Special)	Serial Number:	70
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	July 22, 2000 100 hour	Certified Max Gross Wt.:	2214 lbs
Time Since Last Inspection:	10 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2565 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	IO-320-E2A
Registered Owner:	BARHAM BROS., INC.	Rated Power:	150 Horsepower
Operator:		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	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / 18 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	225°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	32°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(M79)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	08:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	JOHN H HOOKS JR. MEMORIAL M79	Runway Surface Type:	Asphalt
Airport Elevation:	83 ft msl	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	3699 ft / 75 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	32.470088,-91.750343(est)

Administrative Information

Investigator In Charge (IIC):	Charnon, Nicole
Additional Participating Persons:	MARY DONAHUE; BATON ROUGE , LA
Original Publish Date:	April 25, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=49938

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](#).