



Aviation Investigation Final Report

Location:	FAIRBANKS, Alaska	Accident Number:	ANC88LA076
Date & Time:	June 28, 1988, 23:50 Local	Registration:	N9892Y
Aircraft:	CHAMPION 7GCB	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE 70 HOUR PRIVATE PILOT WAS ATTEMPTING TO TAKE OFF FROM A PRIVATE TURF AIRSTRIP WITH HER NON-PILOT HUSBAND ONBOARD. AS SHE ADVANCED THE THROTTLE TO THE ONE-HALF OPEN POSITION, THE AIRPLANE VEERED SHARPLY TO THE LEFT. SHE SAID THAT SHE PULLED THE AIRPLANE OFF THE RUNWAY PREMATURELY, BECAME AIRBORNE, BANKED TO THE RIGHT, OVER CORRECTED WITH A LEFT BANK, AND THEN STALLED THE AIRPLANE. THE AIRPLANE PITCHED DOWN AND CRASHED IN ADJACENT SEAPLANE POND. SHE AND HER HUSBAND EXITED THE AIRPLANE WITHOUT ASSISTANCE AND SWAM TO SHORE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

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

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (F) LIFT-OFF - PREMATURE - PILOT IN COMMAND
3. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

4. (C) AIRSPEED(VSO) - NOT MAINTAINED - PILOT IN COMMAND
 5. (F) ANXIETY/APPREHENSION - PILOT IN COMMAND
 6. (C) THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

7. TERRAIN CONDITION - WATER, GLASSY

Factual Information

Pilot Information

Certificate:	Private	Age:	35,Female
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:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	April 20, 1987
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	70 hours (Total, all aircraft), 4 hours (Total, this make and model), 40 hours (Pilot In Command, all aircraft), 4 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CHAMPION	Registration:	N9892Y
Model/Series:	7GCB 7GCB	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	7GCB-77
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	June 10, 1988 Annual	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:	10 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2421 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320-A2B
Registered Owner:	MARY L. AMES	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:	Scattered / 5000 ft AGL	Visibility	60 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	23:50 Local	Type of Airspace:	Class G

Airport Information

Airport:	CHENA MARINA	Runway Surface Type:	Gravel
Airport Elevation:	434 ft msl	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 1 None	Latitude, Longitude:	64.010032,-144.680175(est)

Administrative Information

Investigator In Charge (IIC): La belle, James

Additional Participating Persons:

Original Publish Date: February 28, 1989

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=5019>

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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](#).