



Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|-----------------|
| Location: | VALENTINE, Nebraska | Accident Number: | CHI00LA301 |
| Date & Time: | September 16, 2000, 19:30 Local | Registration: | N2993G |
| Aircraft: | Champion 7GCBC | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 1 Minor, 1 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

The pilot said that during his takeoff roll, he noticed he wasn't gaining any lift. '[I was] Coming to the end of the runway and I knew I wasn't going to get off, so I tried to shut airplane power down, but was too late.' The pilot said the airplane struck a road embankment, slid across the road, and impacted on the other side into a ditch. The pilot said 'the heat and density altitude were high.' An examination of the airplane revealed no anomalies.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the delayed aborted takeoff. Factors relating to this accident were the pilot's inadequate planning/preparation for the flight, the high density altitude, and the ditch.

Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - ABORTED

Findings

1. (C) ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
2. (F) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. (F) WEATHER CONDITION - HIGH DENSITY ALTITUDE
4. (F) TERRAIN CONDITION - DITCH

Factual Information

On September 16, 2000, at 1930 central daylight time, a Champion, 7GCBC, N2993G, operated by a private pilot, sustained substantial damage when it impacted an embankment during an aborted takeoff from a meadow, 50 miles southwest of Valentine, Nebraska. Visual meteorological conditions prevailed at the time of the accident. The personal flight was being conducted under 14 CFR Part 91. No flight plan was on file. The pilot reported minor injuries. The passenger on board the airplane reported no injuries. The local flight was originating at the time of the accident.

In his written statement, the pilot said that during his takeoff roll, he noticed he wasn't gaining any lift. "[I was] Coming to the end of the runway and I knew I wasn't going to get off, so I tried to shut airplane power down, but was too late." The pilot said the airplane struck a road embankment, slid across the road, and impacted on the other side into a ditch. The pilot said "the heat and density altitude were high."

A Federal Aviation Administration inspector examined the airplane at the Valentine Municipal Airport, Valentine, Nebraska. The airplane's nose, to include the propeller, cowling, engine, engine mounts and firewall, was crushed aft. The windscreen was broken out. The instrument panel was bent aft. Flight control continuity was confirmed. An examination of the engine, engine controls and other airplane systems revealed no anomalies.

Pilot Information

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|----------------------------------|---|--|---------------|
| Certificate: | Private | Age: | 20, 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: | No |
| Medical Certification: | Class 3 Valid Medical--no waivers/lim. | Last FAA Medical Exam: | July 20, 1998 |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | |
| Flight Time: | 100 hours (Total, all aircraft), 55 hours (Total, this make and model), 51 hours (Pilot In Command, all aircraft), 28 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--------------------------|---------------------------------------|-----------------|
| Aircraft Make: | Champion | Registration: | N2993G |
| Model/Series: | 7GCBC 7GCBC | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Aerobatic | Serial Number: | 54 |
| Landing Gear Type: | Tailwheel | Seats: | 2 |
| Date/Type of Last Inspection: | December 13, 1999 Annual | Certified Max Gross Wt.: | 1124 lbs |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | 3780 Hrs | Engine Manufacturer: | Lycoming |
| ELT: | Installed, not activated | Engine Model/Series: | O-320 |
| Registered Owner: | ABBOTT CATTLE COMPANY | Rated Power: | 150 Horsepower |
| Operator: | | Operating Certificate(s) Held: | None |
| Operator Does Business As: | | Operator Designator Code: | |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|-------------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | VTN ,2587 ft msl | Distance from Accident Site: | 50 Nautical Miles |
| Observation Time: | 19:52 Local | Direction from Accident Site: | 45° |
| Lowest Cloud Condition: | Clear | Visibility | 10 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | 4 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 90° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 29 inches Hg | Temperature/Dew Point: | 23°C / 7°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | | Type of Flight Plan Filed: | None |
| Destination: | | Type of Clearance: | None |
| Departure Time: | 19:30 Local | Type of Airspace: | Class G |

Airport Information

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|-----------------------------|------------------------|----------------------------------|------------|
| Airport: | MILLER FIELD (PRIVATE) | Runway Surface Type: | Grass/turf |
| Airport Elevation: | 2800 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 18 | IFR Approach: | None |
| Runway Length/Width: | 5000 ft | VFR Approach/Landing: | None |

Wreckage and Impact Information

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|----------------------------|-----------------|-----------------------------|----------------------------|
| Crew Injuries: | 1 Minor | Aircraft Damage: | Substantial |
| Passenger Injuries: | 1 None | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 1 Minor, 1 None | Latitude, Longitude: | 42.870899,-100.550903(est) |

Administrative Information

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| Investigator In Charge (IIC): | Bowling, David |
| Additional Participating Persons: | AL FOWLER; LINCOLN , NE |
| Original Publish Date: | July 2, 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=50318 |

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](#).