



Aviation Investigation Final Report

Location:	Giddings, Texas	Accident Number:	DEN02LA058
Date & Time:	June 24, 2002, 11:00 Local	Registration:	N83DH
Aircraft:	American Champion (ACAC) 8KCAB	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot said that he was landing on runway 17, and the airplane suddenly veered "hard" to the right and exited the runway. The left main axle support structure failed, and the left main wheel separated from the airplane. The left strut dug into the ground, and the airplane came to rest on its left wing. The outer 6 feet of the left wing was bent up approximately 35 degrees, and the left side of the elevator was bent. The pilot estimated the wind, at the time of the accident, to be 240 degrees at 3 to 5 knots.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the failure of the pilot to maintain aircraft control during the landing rollout. A contributing factor was the subsequent inadvertent ground loop of the airplane.

Findings

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

Findings

1. (C) AIRCRAFT CONTROL - NOT OBTAINED/MAINTAINED - PILOT IN COMMAND
2. (F) GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

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

Findings

3. TERRAIN CONDITION - GROUND

Factual Information

On June 24, 2002, at approximately 1100 central daylight time, a American Champion 8KCAB (Decathlon), N83DH, was substantially damaged during a ground loop on landing roll at Giddings-Lee County Airport, Giddings, Texas. The private pilot, the sole occupant on board, was not injured. The pilot/owner was operating the airplane under Title 14 CFR Part 91. Visual meteorological conditions prevailed for the cross-country flight that had originated from Weiser Airpark, Houston, Texas, approximately 45 minutes before the accident. The pilot had not filed a flight plan.

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Pilot Information

Certificate:	Private	Age:	53, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	November 1, 2001
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	June 14, 2002
Flight Time:	563 hours (Total, all aircraft), 320 hours (Total, this make and model), 471 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	American Champion (ACAC)	Registration:	N83DH
Model/Series:	8KCAB	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Aerobatic; Normal	Serial Number:	786-96
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	June 9, 2002 Annual	Certified Max Gross Wt.:	1800 lbs
Time Since Last Inspection:	2 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	166 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	AEIO-360 H1B
Registered Owner:	Richard E. Hoffman	Rated Power:	180 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	CLL,321 ft msl	Distance from Accident Site:	40 Nautical Miles
Observation Time:	11:53 Local	Direction from Accident Site:	40°
Lowest Cloud Condition:	Few / 4200 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.03 inches Hg	Temperature/Dew Point:	30°C / 19°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Houston, TX (EYQ)	Type of Flight Plan Filed:	None
Destination:	Giddings, TX (62H)	Type of Clearance:	None
Departure Time:	10:15 Local	Type of Airspace:	Class E

Airport Information

Airport:	Giddings-Lee County Arpt 62H	Runway Surface Type:	Asphalt
Airport Elevation:	486 ft msl	Runway Surface Condition:	
Runway Used:	17	IFR Approach:	Unknown
Runway Length/Width:	3998 ft / 75 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	30.17,-96.979164

Administrative Information

Investigator In Charge (IIC):	STRUHSAKER
Additional Participating Persons:	Gary Painton; Federal Aviation Administration; Houston, TX
Original Publish Date:	April 1, 2003
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=55052

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