



Aviation Investigation Final Report

Location:	Pacoima, California	Accident Number:	LAX04LA044
Date & Time:	November 14, 2003, 11:00 Local	Registration:	N124WD
Aircraft:	American Champion 7GCAA	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The airplane collided with a series of objects following a loss of directional control while on the landing roll. The student pilot reported that he was performing full-stop takeoff and landings. During the rollout on his third landing, about halfway down the runway, the airplane began to drift to the left. He added full power and a combination of left aileron and rudder input in an effort to stay on the runway. The airplane's right wheel collided with a taxiway sign located off the left side of the runway. The airplane continued to the left, crossed a taxiway, and collided with an unoccupied airplane. The pilot did not report any mechanical problems with the airplane prior to the accident. At the time of the accident, winds in the area were reportedly calm.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The student pilot's failure to maintain directional control during the landing roll, which resulted in an on-ground collision with a sign and an unoccupied airplane.

Findings

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

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

2. OBJECT - AIRPORT SIGN/MARKER
3. OBJECT - AIRCRAFT PARKED/STANDING

Factual Information

On November 14, 2003, about 1100 Pacific standard time, an American Champion 7GCAA, N124WD, collided with a series of objects following a loss of directional control while on the landing roll at Whiteman Airport (WHP), Pacoima, California. The pilot/owner was operating the airplane under the provisions of 14 CFR Part 91. The student pilot, the sole occupant, sustained minor injuries; the airplane sustained substantial damage. The flight departed WHP about 1050 for the local flight in the pattern. Visual meteorological conditions prevailed, and a flight plan had not been filed.

During a telephone interview with the National Transportation Safety Board investigator-in-charge (IIC), the pilot reported that he was performing full-stop takeoff and landings on runway 12. During the rollout on his third landing, about halfway down the runway, the airplane encountered a strong crosswind. The airplane's right wing lifted, and the airplane began to drift to the left. He added full power and a combination of left aileron and rudder input in effort to stay on the runway. The airplane's right wheel collided with a taxiway sign located off the left side of the runway. The airplane continued to the left, crossed a taxiway, and collided with an unoccupied airplane that was parked in the tie-down area. The pilot did not report any mechanical problems with the airplane prior to the accident.

A routine aviation weather report (METAR) for Burbank-Glendale-Pasadena Airport (BUR), Burbank, California (located 4.4 nautical miles southeast from the accident site), indicated that about 7 minutes prior to the accident winds were calm.

Student pilot Information

Certificate:	Student	Age:	68, Male
Airplane Rating(s):	None	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--w/ waivers/lim	Last FAA Medical Exam:	October 25, 2002
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	210 hours (Total, all aircraft), 210 hours (Total, this make and model), 8 hours (Pilot In Command, all aircraft), 8 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	American Champion	Registration:	N124WD
Model/Series:	7GCAA	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Aerobatic; Normal	Serial Number:	444-2000
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	100 hour	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-320-B2B
Registered Owner:	On file	Rated Power:	160 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KBUR, 778 ft msl	Distance from Accident Site:	4 Nautical Miles
Observation Time:	10:53 Local	Direction from Accident Site:	142°
Lowest Cloud Condition:	Clear	Visibility:	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	0 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.12 inches Hg	Temperature/Dew Point:	18°C / 8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Pacoima, CA (KWHP)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	VFR
Departure Time:	10:51 Local	Type of Airspace:	Class D

Airport Information

Airport:	Whiteman Airport WHP	Runway Surface Type:	Asphalt
Airport Elevation:	1003 ft msl	Runway Surface Condition:	Dry
Runway Used:	12	IFR Approach:	None
Runway Length/Width:	4120 ft / 75 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	34.259445,-118.413612

Administrative Information

Investigator In Charge (IIC): Rich, Jefferey

Additional Participating Persons: Joe Large; WP-VNY-FSDO

Original Publish Date: December 28, 2004

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=58347>

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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](#).