



Aviation Investigation Final Report

Location:	Florence, Oregon	Accident Number:	SEA04CA116
Date & Time:	June 21, 2004, 11:48 Local	Registration:	N9827Y
Aircraft:	Champion 7GCB	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

In a written statement the pilot reported that he encountered a wind gust just before touchdown and the airplane subsequently landed to the right of his intended touchdown point. Shortly after landing the airplane encountered a "sand mound" and the left landing gear leg collapsed resulting in substantial damage to the fuselage. In his written statement the pilot reported that the wind at the time of the accident was from 280 degrees at 2-4 knots, gusting to 6 knots.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Pilot's improper touchdown point during landing. A sand mound was a factor in the accident.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

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

Findings

3. (F) TERRAIN CONDITION - BERM

Occurrence #3: GEAR COLLAPSED
Phase of Operation: LANDING

Factual Information

On June 21, 2004, about 1148 Pacific daylight time, a Champion 7GCB airplane, N9827Y, sustained substantial damage during landing at the Florence Municipal Airport, Florence, Oregon. The airplane was being operated as a local visual flight rules (VFR) solo instructional flight under the provisions of 14 CFR 91, when the accident occurred. The student pilot, the sole occupant of the airplane, was not injured in the accident. Visual meteorological conditions prevailed and no flight plan was filed for the flight.

In a written statement dated June 28, the pilot reported that he encountered a wind gust just before touchdown and the airplane subsequently landed to the right of his intended touchdown point. His statement indicated that shortly after landing the airplane encountered a "sand mound" and the left landing gear leg collapsed resulting in substantial damage to the fuselage.

In his written statement the pilot reported that the wind at the time of the accident was from 280 degrees at 2-4 knots, gusting to 6 knots.

Student pilot Information

Certificate:	Student	Age:	69, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3	Last FAA Medical Exam:	December 29, 2003
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	52 hours (Total, all aircraft), 33 hours (Total, this make and model), 33 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Champion	Registration:	N9827Y
Model/Series:	7GCB	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	50
Landing Gear Type:	Tailwheel	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	O-350
Registered Owner:	Donald M. Dickinson	Rated Power:	
Operator:		Operating Certificate(s) Held:	None

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:		Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	FLORENCE, OR (6S2)	Type of Flight Plan Filed:	None
Destination:	Florence, OR (6S2)	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class E

Airport Information

Airport:	FLORENCE MUNI 6S2	Runway Surface Type:	Grass/turf
Airport Elevation:		Runway Surface Condition:	Rough;Vegetation
Runway Used:	33	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	1 None	Latitude, Longitude:	43.978889,-124.109443

Administrative Information

Investigator In Charge (IIC):	Hogenson, Dennis
Additional Participating Persons:	Richard D Davis
Original Publish Date:	September 29, 2004
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=59497

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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](#).