



Aviation Investigation Final Report

Location:	Fairbanks, Alaska	Accident Number:	ANC05CA134
Date & Time:	September 3, 2005, 13:00 Local	Registration:	N63995
Aircraft:	Champion 7KCAB	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The airline transport certificated pilot was landing on a gravel bar along a river. The landing area was about 1,400 feet long, and about 300 feet wide. The pilot said he flew over the area several times, looking for any hazards, and then proceeded to land. During the landing roll, the airplane encountered a depression that the pilot had not observed before. The airplane nosed over and received structural damage to the left wing lift strut and the vertical stabilizer.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's selection of unsuitable terrain for landing, which resulted in a nose over during the landing roll. A factor contributing to the accident was a depression/ditch in the landing surface.

Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

1. TERRAIN CONDITION - SAND BAR
2. (F) TERRAIN CONDITION - DITCH
3. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND

Occurrence #2: NOSE OVER
Phase of Operation: LANDING - ROLL

Factual Information

On September 3, 2005, about 1300 Alaska daylight time, a tundra tire-equipped Champion 7KCAB airplane, N63995, sustained substantial damage when it nosed over during the landing roll on a remote gravel bar, about 16 miles south-southwest of Fairbanks, Alaska. The airplane was being operated as a visual flight rules (VFR) cross-country personal flight under Title 14, CFR Part 91, when the accident occurred. The airplane was operated by the pilot. The airline transport certificated pilot, the sole occupant, was not injured. Visual meteorological conditions prevailed. The flight originated at the Fairbanks International Airport about 1200, and no flight plan was filed, nor was one required.

During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC), on September 3, the pilot indicated that he was landing toward the south on a gravel bar along the Tanana River. The landing area was about 1,400 feet long, and about 300 feet wide. The pilot said he flew over the area several times, looking for any hazards, and then proceeded to land. During the landing roll, the airplane encountered a depression the pilot had not observed before. The airplane nosed over and received structural damage to the left wing lift strut, and the vertical stabilizer.

Pilot Information

Certificate:	Airline transport; Commercial; Flight instructor	Age:	46, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 2	Last FAA Medical Exam:	November 1, 2004
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	15000 hours (Total, all aircraft), 40 hours (Total, this make and model), 200 hours (Last 90 days, all aircraft), 40 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Champion	Registration:	N63995
Model/Series:	7KCAB	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	196
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:	IO-320-E2B
Registered Owner:	Mark Meyer	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:	Fairbanks, AK (PAFA)	Type of Flight Plan Filed:	None
Destination:	Fairbanks, AK	Type of Clearance:	None
Departure Time:		Type of Airspace:	

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:	64.659164,-148.380279

Administrative Information

Investigator In Charge (IIC): Erickson, Scott

Additional Participating Persons:

Original Publish Date: December 20, 2005

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=62401>

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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](#).