



Aviation Investigation Final Report

Location:	Farmington, New Mexico	Accident Number:	DEN07CA014
Date & Time:	October 24, 2006, 14:30 Local	Registration:	N9867Y
Aircraft:	Champion 7GCB	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

According to the pilot, the wind was calm during the approach and attempted landing. During landing, the pilot executed a "three-point" touchdown, and shortly thereafter, the airplane drifted to the right. The pilot attempted to correct the drift by applying left rudder and right aileron. The airplane departed the runway surface, and subsequently, the left main landing gear separated. The left wing contacted terrain and the airplane came to rest upright. The pilot reported no anomalies with the airplane at the time of the accident.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's failure to maintain directional control during the landing.

Findings

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

Findings

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

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

Findings

2. TERRAIN CONDITION - GROUND

Factual Information

According to the pilot, the wind was calm during the approach and attempted landing. During landing, the pilot executed a "three-point" touchdown, and shortly thereafter, the airplane drifted to the right. The pilot attempted to correct the drift by applying left rudder and right aileron. The airplane departed the runway surface, and subsequently, the left main landing gear separated. The left wing contacted terrain and the airplane came to rest upright. Examination of the airplane revealed the left wing spar was bent. The pilot, who was the sole occupant and owner of the airplane, was not injured. The pilot reported no anomalies with the airplane at the time of the accident.

Pilot Information

Certificate:	Private	Age:	66, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3	Last FAA Medical Exam:	August 1, 2005
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1800 hours (Total, all aircraft), 127 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Champion	Registration:	N9867Y
Model/Series:	7GCB	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	65
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-320-A2B
Registered Owner:	David M. Thomas	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:	ALBUQUERQUE, NM (AEG)	Type of Flight Plan Filed:	None
Destination:	Farmington, NM (FMN)	Type of Clearance:	VFR
Departure Time:		Type of Airspace:	

Airport Information

Airport:	FOUR CORNERS REGIONAL FMN	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	07	IFR Approach:	Visual
Runway Length/Width:		VFR Approach/Landing:	

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:	36.741111,-108.229721

Administrative Information

Investigator In Charge (IIC):	Sauer, Aaron
Additional Participating Persons:	
Original Publish Date:	January 31, 2007
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=64775

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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](#).