



Aviation Investigation Final Report

Location:	Buckley, Washington	Accident Number:	SEA07CA042
Date & Time:	January 4, 2007, 16:00 Local	Registration:	N186AC
Aircraft:	American Champion (ACAC) 8GCBC	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

While landing in an open field covered with wet grass, the airplane's main wheels started to skid when the brakes were applied. When the airplane contacted drier terrain, the increase in braking effectiveness resulted in the tail wheel-equipped airplane nosing over. Although the pilot tried to take remedial action by releasing all brake pressure, he was unable to do so soon enough to keep the airplane from nosing over.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to release brake pressure soon enough when his airplane skidded from wet grass onto dry terrain during an off-airport, full-stop landing. A factor was the change in terrain from wet grass to dry ground in the landing area.

Findings

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

Findings

1. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
2. (C) REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
3. (C) BRAKES(NORMAL) - EXCESSIVE - PILOT IN COMMAND

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

Findings

4. TERRAIN CONDITION - GROUND

Factual Information

While landing in an open field covered with wet grass, the aircraft's main wheels started to skid when the brakes were applied. When the aircraft came in contact with drier terrain, the increase in braking effectiveness caused the tail wheel-equipped aircraft to nose over. Although the pilot tried to take remedial action by releasing all brake pressure, he was unable to do so soon enough to keep the aircraft from nosing over.

Pilot Information

Certificate:	Commercial	Age:	40, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 2	Last FAA Medical Exam:	January 1, 2006
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	2300 hours (Total, all aircraft), 25 hours (Total, this make and model), 7 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	American Champion (ACAC)	Registration:	N186AC
Model/Series:	8GCBC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	369-94
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-360-C1E
Registered Owner:	Thaddeus S. Narolski	Rated Power:	
Operator:	Thaddeus S Narolski	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	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	2°C
Precipitation and Obscuration:			
Departure Point:	Puyallup, WA (K1S0)	Type of Flight Plan Filed:	None
Destination:	Buckley, WA	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:	47.150001,-122

Administrative Information

Investigator In Charge (IIC): Anderson, Orrin

Additional Participating Persons:

Original Publish Date: March 26, 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=65118>

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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](#).