



# Aviation Investigation Final Report

<b>Location:</b>	Orangeburg, South Carolina	<b>Accident Number:</b>	SEA07LA190
<b>Date &amp; Time:</b>	June 29, 2007, 09:00 Local	<b>Registration:</b>	N827BM
<b>Aircraft:</b>	Champion 7KCAB	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot was performing a go-around, the airplane stalled, and collided with the trees. The pilot was landing at his destination. One side of the airport contained trees and a house and the south side had a clear approach to the runway. The pilot decided to land to the north; however, by doing so he encountered a left, quartering tailwind. During the landing, the airplane was blown from the runway by a gust of wind and the pilot attempted a go-around. The airplane stalled and collided with trees. The pilot said that there were no mechanical malfunctions. The pilot did not hold a current medical as was required for the accident flight.

## 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 airspeed during go-around which resulted in a stall. The tailwind was a factor.

## Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: GO-AROUND (VFR)

### Findings

1. (F) WEATHER CONDITION - TAILWIND
2. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
3. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. STALL - INADVERTENT - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: DESCENT - UNCONTROLLED

Findings

5. OBJECT - TREE(S)

## Factual Information

On June 29, 2007, at 0900 eastern daylight time, a Champion 7KCAB, N827BM, collided with terrain during a go-around at Dry Swamp Airport, Orangeburg, South Carolina. The commercial pilot, the sole occupant, sustained serious injuries. The airplane sustained substantial damage. The pilot, who was also the registered owner of the airplane, was operating it under the provisions of 14 CFR Part 91. Visual meteorological conditions prevailed and no flight plan was filed. The pilot departed Do-Little Field Airport, St. Matthews, South Carolina about 0840.

According to the Federal Aviation Administration accident coordinator, the pilot was landing on runway 20. Witnesses indicated that the pilot was landing downwind. During the landing attempt, the pilot initiated a go-around and the airplane appeared to stall, prior to impact with trees off the end of the runway.

In a written statement, the pilot indicated that he was flying his airplane to a local airport for its annual inspection. The north end of the airport has tall pine trees and houses. The south end has a clear approach over a swamp. The pilot decided to land to the north, in order to avoid the obstacles. In this landing approach, the pilot encountered a left, quartering tailwind. As the airplane was about to touch down, a gust of wind blew it from over the runway. The pilot attempted a go-around and the airplane stalled and impacted trees off the end of the runway. He stated that there were no mechanical malfunctions. The pilot did not hold a current medical and indicated that he was operating under sport pilot rules. He did not have a current flight review.

According to 14 CFR Part 61.303, a pilot holding a driver's license may operate, "Any light sport aircraft for which you hold the endorsements required for its category, class, and make and model." The type certificate data sheet for the airplane showed that it was certified at a gross weight of 1,650 pounds. A light sport airplane is defined by a maximum takeoff weight of 1,320 pounds for aircraft not intended for operation on water.

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	67, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	None	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	3500 hours (Total, all aircraft), 450 hours (Total, this make and model), 3275 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Champion	<b>Registration:</b>	N827BM
<b>Model/Series:</b>	7KCAB	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Aerobatic; Normal	<b>Serial Number:</b>	61
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	June 1, 2006 Annual	<b>Certified Max Gross Wt.:</b>	1650 lbs
<b>Time Since Last Inspection:</b>	43 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1107.23 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Textron Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-320-EA2
<b>Registered Owner:</b>	Bill Mitchell	<b>Rated Power:</b>	160 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	OGB,195 ft msl	<b>Distance from Accident Site:</b>	6 Nautical Miles
<b>Observation Time:</b>	08:53 Local	<b>Direction from Accident Site:</b>	60°
<b>Lowest Cloud Condition:</b>	Scattered / 3600 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	6 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	200°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.11 inches Hg	<b>Temperature/Dew Point:</b>	26°C / 23°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	St. Matthews, SC (SC90)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Orangeburg, SC (1DS)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	08:40 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	Dry Swamp Airport 1DS	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	180 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	02	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2900 ft / 60 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Serious	<b>Latitude, Longitude:</b>	33.387779,-80.910003

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Dunks, Kristi
<b>Additional Participating Persons:</b>	Herbert Clamp; Federal Aviation Administration; West Columbia, SC
<b>Original Publish Date:</b>	November 29, 2007
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=66097">https://data.nts.gov/Docket?ProjectID=66097</a>

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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](#).