



Aviation Investigation Final Report

Location:	Sugar Land, Texas	Accident Number:	CEN11CA450
Date & Time:	July 2, 2011, 15:00 Local	Registration:	N79RA
Aircraft:	AMERICAN CHAMPION AIRCRAFT 7GCBC	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

Following a cross-country flight, the pilot lost directional control of the tailwheel-equipped airplane during the landing roll. The airplane exited the side of the runway and ground-looped before coming to rest in an upright position. During the ground-loop, the right wheel broke off and the right wing sustained substantial damage when it impacted the ground. The pilot reported no preimpact mechanical malfunctions or failures with the airplane that would have precluded normal operation.

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 landing.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Directional control - Not attained/maintained

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Runway excursion

Pilot Information

Certificate:	Private	Age:	45, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	January 7, 2010
Occupational Pilot:	No	Last Flight Review or Equivalent:	December 22, 2010
Flight Time:	248 hours (Total, all aircraft), 33 hours (Total, this make and model), 177 hours (Pilot In Command, all aircraft), 13 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	AMERICAN CHAMPION AIRCRAFT	Registration:	N79RA
Model/Series:	7GCBC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1312-2001
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	June 22, 2011 Annual	Certified Max Gross Wt.:	1800 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	840 Hrs at time of accident	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-320-B2B
Registered Owner:	Anson Air LLC	Rated Power:	160 Horsepower
Operator:	Anson Air LLC	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:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	130°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.02 inches Hg	Temperature/Dew Point:	36°C / 19°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Spring, TX (DWH)	Type of Flight Plan Filed:	None
Destination:	Sugar Land, TX (SGR)	Type of Clearance:	None
Departure Time:	14:50 Local	Type of Airspace:	

Airport Information

Airport:	Sugar Land Regional SGR	Runway Surface Type:	Concrete
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	8000 ft / 100 ft	VFR Approach/Landing:	Straight-in

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 1 None	Latitude, Longitude:	29.62,-95.653892(est)

Administrative Information

Investigator In Charge (IIC):	LeBaron, Timothy
Additional Participating Persons:	Regina Brock; Federal Aviation Administration; Houston, TX
Original Publish Date:	October 17, 2011
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=80997

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).