



Aviation Investigation Final Report

Location:	ULYSSES, Kansas	Accident Number:	CHI95LA059
Date & Time:	December 16, 1994, 10:30 Local	Registration:	N31271
Aircraft:	American Champion (ACAC) CITABRIA 7-GCBC	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

THE FLIGHT INSTRUCTOR AND STUDENT PILOT WERE CONDUCTING PRACTICE FULL STOP, THREE POINT, WHEEL LANDINGS ON A PRIVATE DIRT STRIP. THE INSTRUCTOR, WHO WAS IN THE AFT SEAT, REPORTED APPLYING BRAKES TOO HEAVILY, RESULTING IN THE AIRPLANE NOSING OVER ONTO ITS BACK.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilots improper use of brakes during practice landings, and his lack of total experience in tail wheel equipped airplanes.

Findings

Occurrence #1: NOSE OVER
Phase of Operation: LANDING - ROLL

Findings

1. (C) BRAKES(NORMAL) - IMPROPER - PILOT IN COMMAND(CFI)
2. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND(CFI)

Factual Information

On December 16, 1994 about 1030 hours mountain standard time (MST), N31271, an American-Champion Citabria 7-GCBC, owned and operated by Broaddus Aviation, Incorporated of Ulysses, Kansas, flipped onto its back during a practice landing and sustained substantial damage. No fire occurred, and neither the flight instructor nor the student pilot was injured.

Visual meteorological conditions existed at the time of the accident, and no flight plan was filed. The flight operated under 14 CFR Part 91, and had originated from the Ulysses, Kansas Airport at 0945 MST. The pilot and student were performing practice landings at a private dirt strip 15 miles northeast of ULS. The flight instructor, who only had 15 hours total time in tail wheel equipped airplanes, reported that he applied brakes during a full flap, short field, 3 point landing, and the airplane nosed over onto its back.

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	24, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	August 29, 1994
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	360 hours (Total, all aircraft), 22 hours (Total, this make and model), 320 hours (Pilot In Command, all aircraft), 50 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	American Champion (ACAC)	Registration:	N31271
Model/Series:	CITABRIA 7-GCBC CITABRIA 7	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Aerobatic; Normal; Provisional (Special)	Serial Number:	405-72
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	October 17, 1994 Annual	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:	10 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	365 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320-A2B
Registered Owner:	BROADDUS AVIATION, INC.	Rated Power:	150 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	,3065 ft msl	Distance from Accident Site:	
Observation Time:	10:30 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	50 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	09:45 Local	Type of Airspace:	Class G

Airport Information

Airport:	PRIVATE	Runway Surface Type:	Dirt
Airport Elevation:	3065 ft msl	Runway Surface Condition:	Dry;Rough
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	4500 ft / 20 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	37.570896,-101.3497(est)

Administrative Information

Investigator In Charge (IIC):	Thomas, Matthew
Additional Participating Persons:	ANDREW NELSON; LINCOLN , NE
Original Publish Date:	May 16, 1995
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=9814

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