



# Aviation Investigation Final Report

<b>Location:</b>	Wiley, Colorado	<b>Accident Number:</b>	CEN18LA316
<b>Date &amp; Time:</b>	August 5, 2018, 08:30 Local	<b>Registration:</b>	N90990
<b>Aircraft:</b>	Champion 7GCBC	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Collision during takeoff/land	<b>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The private pilot was conducting a day visual approach to landing on his airstrip; he stated that everything seemed normal on the descent. However, he noted that the agricultural irrigation pivot sprinkler had stopped with the sprinkler's last pipe, or "overhang pipe," over the runway. The pilot thought that he was high enough to clear the sprinkler overhang pipe and had "no idea" that the airplane was not going to clear the guy-wires that supported the sprinkler overhang pipe, and the right landing gear tire struck a guy-wire that was about 10 ft higher than the sprinkler overhang pipe. The airplane's nose subsequently impacted terrain, and the airplane came to rest inverted. The pilot reported that there were no mechanical malfunctions or failures during the 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 proper clearance from the sprinkler guy-wire, which resulted in the airplane's collision with the wire during a visual approach to landing.

## Findings

<b>Personnel issues</b>	Monitoring environment - Pilot
<b>Aircraft</b>	Altitude - Not attained/maintained
<b>Environmental issues</b>	Wire - Contributed to outcome

# Factual Information

## History of Flight

<b>Landing</b>	Collision during takeoff/land (Defining event)
<b>Uncontrolled descent</b>	Collision with terr/obj (non-CFIT)
<b>Other</b>	Nose over/nose down

On August 5, 2018, about 0830 mountain daylight time, a Champion 7GCBC airplane, N90990, impacted pivot sprinkler support guy-wires and terrain during a landing on a private airstrip near Wiley, Colorado. The private pilot sustained serious injuries. The airplane was substantially damaged during the impact. The airplane was registered to and operated by the pilot as a Title 14 *Code of Federal Regulations* Part 91 personal flight. Day visual meteorological conditions prevailed in the area about the time of the accident, and the flight was not operated on a flight plan. The flight originated from the Lamar Municipal Airport (LAA), near Lamar, Colorado, about 0820, and was destined for the private airstrip.

According to the pilot's accident report, he was setting up for landing on his airstrip and everything seemed normal on the descent. The only thing different on this landing was that the agricultural irrigation pivot sprinkler had stopped with the sprinkler's last pipe or "overhang pipe" over the runway. The pilot thought that he was high enough to clear the sprinkler overhang pipe and had "no idea" that the airplane was not going to clear the guy-wires that support the sprinkler overhang pipe. The pilot said, "After investigating the accident later it was obvious the right landing gear tire struck the [guy-]wire. The two [guy-]wires are about 10 ft higher than the overhang pipe." The airplane's nose subsequently impacted terrain and the airplane came to rest inverted. The pilot released the seat belt, kicked out a side window, crawled out, and called for help. A family member took the pilot to a local hospital. The pilot indicated that there were no mechanical malfunctions during the flight.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	70,Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Lap only
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	May 14, 2018
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	3000 hours (Total, all aircraft), 250 hours (Total, this make and model), 3000 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 1.5 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Champion	<b>Registration:</b>	N90990
<b>Model/Series:</b>	7GCBC	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1973	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	440-73
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	April 7, 2018 Annual	<b>Certified Max Gross Wt.:</b>	1650 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1865.78 Hrs	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-320-A2B
<b>Registered Owner:</b>		<b>Rated Power:</b>	150 Horsepower
<b>Operator:</b>	On file	<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>	KLAA, 3704 ft msl	<b>Distance from Accident Site:</b>	9 Nautical Miles
<b>Observation Time:</b>	08:53 Local	<b>Direction from Accident Site:</b>	152°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.01 inches Hg	<b>Temperature/Dew Point:</b>	24°C / 14°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Lamar, CO (LAA )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Wiley, CO	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	08:20 Local	<b>Type of Airspace:</b>	

## 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>	38.197776,-102.774719(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Malinowski, Edward
<b>Additional Participating Persons:</b>	Rick Hosker; Federal Aviation Administration; Denver, CO
<b>Original Publish Date:</b>	September 27, 2019
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=97997">https://data.nts.gov/Docket?ProjectID=97997</a>

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