



Aviation Investigation Final Report

Location:	Myakka City, Florida	Accident Number:	ERA19CA002
Date & Time:	October 4, 2018, 14:05 Local	Registration:	N9855B
Aircraft:	Champion 7FC	Aircraft Damage:	Substantial
Defining Event:	Miscellaneous/other	Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that he had been working at an off-airport site installing concrete columns and then departed from the site in the tailwheel-equipped airplane. During takeoff from the field, he turned to avoid trees at the end of the field and impacted a concrete column.

Examination of the wreckage revealed that the right wing and fuselage were substantially damaged.

The pilot reported that there were no preimpact mechanical malfunctions or failures that would have precluded normal operation. He stated he had experience taking off on grass, but he had not left enough room to gain sufficient altitude for obstacle clearance.

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 clearance from an obstacle during takeoff.

Findings

Personnel issues	Monitoring environment - Pilot
Environmental issues	(general) - Effect on operation

Factual Information

History of Flight

Initial climb	Miscellaneous/other (Defining event)
Initial climb	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Private	Age:	44,Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	April 9, 2018
Occupational Pilot:	No	Last Flight Review or Equivalent:	October 24, 2018
Flight Time:	745 hours (Total, all aircraft), 52 hours (Total, this make and model), 20 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Champion	Registration:	N9855B
Model/Series:	7FC No Series	Aircraft Category:	Airplane
Year of Manufacture:	1959	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	7FC-349
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	July 13, 2018 Annual	Certified Max Gross Wt.:	1438 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	6100 Hrs at time of accident	Engine Manufacturer:	CMI
ELT:	Installed, not activated	Engine Model/Series:	O-200-A
Registered Owner:		Rated Power:	100 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KSRQ, 28 ft msl	Distance from Accident Site:	22 Nautical Miles
Observation Time:	18:53 Local	Direction from Accident Site:	268°
Lowest Cloud Condition:	Few / 4400 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	11 knots / 17 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	70°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.95 inches Hg	Temperature/Dew Point:	32°C / 22°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Myakka City, FL	Type of Flight Plan Filed:	None
Destination:	Spring Hill, FL (X05)	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	27.411666, -82.154167(est)

Administrative Information

Investigator In Charge (IIC):	Hill, Millicent
Additional Participating Persons:	Scott Olson; FAA/FSDO; Tampa, FL
Original Publish Date:	April 8, 2019
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=98414

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).