



Aviation Investigation Final Report

Location:	Many, Louisiana	Accident Number:	GAA18CA153
Date & Time:	March 8, 2018, 16:30 Local	Registration:	N105BH
Aircraft:	AMERICAN CHAMPION AIRCRAFT 8GCBC	Aircraft Damage:	Substantial
Defining Event:	Miscellaneous/other	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of the tailwheel-equipped airplane reported that, during landing, he tapped the brakes too hard, and the airplane nosed over.

The airplane sustained substantial damage to the fuselage.

The pilot reported that there were no preaccident mechanical failures or malfunctions 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 improper application of the brakes during landing, which resulted in a nose-over.

Findings

Aircraft	Surface speed/braking - Incorrect use/operation
Personnel issues	Aircraft control - Pilot

Factual Information

History of Flight

Landing	Nose over/nose down
Landing-landing roll	Miscellaneous/other (Defining event)

Pilot Information

Certificate:	Private	Age:	59,Male
Airplane Rating(s):	Single-engine land	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:	December 7, 2015
Occupational Pilot:	No	Last Flight Review or Equivalent:	March 31, 2017
Flight Time:	(Estimated) 382 hours (Total, all aircraft), 4 hours (Total, this make and model), 298 hours (Pilot In Command, all aircraft), 11 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	AMERICAN CHAMPION AIRCRAFT	Registration:	N105BH
Model/Series:	8GCBC NO SERIES	Aircraft Category:	Airplane
Year of Manufacture:	2007	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	498-2007
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	August 24, 2017 Annual	Certified Max Gross Wt.:	2150 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	521 Hrs at time of accident	Engine Manufacturer:	LYCOMING
ELT:	C91 installed, activated, did not aid in locating accident	Engine Model/Series:	O-360-C1G
Registered Owner:		Rated Power:	180 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:	KAQV,365 ft msl	Distance from Accident Site:	14 Nautical Miles
Observation Time:	22:56 Local	Direction from Accident Site:	130°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	20°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	30.12 inches Hg	Temperature/Dew Point:	18°C / -6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Many, LA (3R4)	Type of Flight Plan Filed:	None
Destination:	Many, LA (3R4)	Type of Clearance:	None
Departure Time:	16:15 Local	Type of Airspace:	Class G

Airport Information

Airport:	HART 3R4	Runway Surface Type:	Grass/turf
Airport Elevation:	318 ft msl	Runway Surface Condition:	Unknown
Runway Used:	S	IFR Approach:	None
Runway Length/Width:	1500 ft / 100 ft	VFR Approach/Landing:	Full stop;Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	31.546667,-93.490837(est)

Administrative Information

Investigator In Charge (IIC):	Benhoff, Kathryn
Additional Participating Persons:	John Shamblin; FAA; Baton Rouge, LA
Original Publish Date:	June 14, 2018
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=96846

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).