



# Aviation Investigation Final Report

<b>Location:</b>	Big Creek, Idaho	<b>Accident Number:</b>	WPR18LA216
<b>Date &amp; Time:</b>	August 1, 2018, 12:15 Local	<b>Registration:</b>	N57477
<b>Aircraft:</b>	Champion 7GCBC	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The airline transport pilot reported that during the landing roll on the grass/dirt runway after a cross-country flight, he applied the wheel brakes, and the airplane immediately veered to the left. Despite the application of brakes and rudder control, the pilot was unable to regain directional control as the airplane travelled off the left side of the runway, over a water sprinkler system, and through a fence before coming to rest.

The pilot reported that the left brake line had been breached during the accident sequence. The line was replaced, and testing of the left brake revealed no anomalies that would have precluded normal operation.

Postaccident examination of the airport's runway found it to be in good condition with no holes or defects that would prevent a normal landing. Thus, it is likely that the pilot failed to maintain directional control during the landing roll.

## 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 the landing roll.

## Findings

<b>Personnel issues</b>	Aircraft control - Pilot
<b>Aircraft</b>	Directional control - Not attained/maintained
<b>Environmental issues</b>	Fence/fence post - Contributed to outcome

# Factual Information

## History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Runway excursion
Landing-landing roll	Collision with terr/obj (non-CFIT)

On August 1, 2018, about 1215 mountain daylight time, a Champion 7GCBC, N57477, veered off the runway and collided with a fence during the landing roll at the Big Creek Airport (U60), Big Creek, Idaho. The airline transport pilot and passenger were not injured. The airplane sustained substantial damage to the right wing struts. The airplane was owned and operated by the pilot under the provisions of Title 14 *Code of Federal Regulation* Part 91. Visual meteorological conditions prevailed, and no flight plan was filed. The personal cross-country flight originated from Flying B Ranch, Cascade, Idaho at 1136 with a planned destination of Big Creek, Idaho.

The pilot stated that after making a normal landing on runway 19, he applied wheel brakes. The airplane immediately turned to the left, and despite application of brakes and right rudder, the airplane veered off the left side of the runway. The airplane continued over a water sprinkler system, through a wood fence and came to rest in a stand of small trees. The pilot stated that he had never before had to brake as aggressively with this airplane.

The pilot believed the brakes were malfunctioning by not applying equal brake pressure to the two brake calipers. He stated he was applying equal force to both brakes when the airplane veered left. The left brake line was breached during the accident sequence. A Federal Aviation Administration (FAA)inspector from the Boise, Idaho Flight Standards District Office monitored the replacement of the left brake line, then tested the left brake afterwards. He reported the left brake functioned normally. A visual inspection of the left brake puck revealed normal conditions. There were no indications of brake anomalies present. The airplane was loaded onto a trailer at the time of the examination therefore, no other tests of the brakes could be applied. After the airplane was removed from the trailer, the owner, with the authorization of the IIC, checked both brakes and reported normal operation. A video of the accident sequence, as viewed from inside, shows the airplane landing, veering left and coming to a stop in the stand of small trees.

A witness stated that he observed the airplane make a normal landing remaining aligned with the runway centerline. He momentarily diverted his eyes and when he looked back, he noted the airplane was established in a gradual left turn, maneuvering at a slow speed in a 3-point attitude. The airplane then collided into an airport perimeter fence and came to rest about 600 ft past the touchdown point.

The Champion airplane was manufactured in 1993. The tandem seat, tail dragger design was equipped with provisions for flight controls in the rear seat including rudder pedals. Brake pressure can be applied from either seat.

Big Creek Airfield is an uncontrolled, public use airport. The dirt runway, 01/19, is 3,550 ft long and 110 ft wide. When landing to runway 19, there is an uphill angle of .3. Runway 19 is the recommended landing runway. The runway surface was examined and found to be in good condition with no holes or defects.

## Pilot Information

<b>Certificate:</b>	Airline transport	<b>Age:</b>	67, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 None	<b>Last FAA Medical Exam:</b>	May 3, 2018
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	(Estimated) 4688 hours (Total, all aircraft), 1403 hours (Total, this make and model), 2452 hours (Pilot In Command, all aircraft), 8.3 hours (Last 90 days, all aircraft), 2.7 hours (Last 30 days, all aircraft), 2.5 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Champion	<b>Registration:</b>	N57477
<b>Model/Series:</b>	7GCBC No Series	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1973	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Utility	<b>Serial Number:</b>	517-73
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	January 5, 2018 Annual	<b>Certified Max Gross Wt.:</b>	1650 lbs
<b>Time Since Last Inspection:</b>	8 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1898 Hrs at time of accident	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<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>	U60,5024 ft msl	<b>Distance from Accident Site:</b>	41 Nautical Miles
<b>Observation Time:</b>	18:51 Local	<b>Direction from Accident Site:</b>	66°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	8 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	30.09 inches Hg	<b>Temperature/Dew Point:</b>	28°C / 8°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Cascade, ID (N/A )	<b>Type of Flight Plan Filed:</b>	
<b>Destination:</b>	Big Creek, ID (U60 )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	12:10 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Big Creek U60	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	5743 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	19	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3550 ft / 110 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	45.131942,-115.321113(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Salazar, Fabian
<b>Additional Participating Persons:</b>	Robert Nance; Boise Flight Standards District Office; Boise, ID
<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=98031">https://data.nts.gov/Docket?ProjectID=98031</a>

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