



Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | Cleveland, Texas | Accident Number: | GAA19CA019 |
| Date & Time: | October 5, 2018, 12:00 Local | Registration: | N36268 |
| Aircraft: | Champion 7ECA | Aircraft Damage: | Substantial |
| Defining Event: | Loss of control on ground | Injuries: | 1 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

The pilot reported that, while landing on a private grass airstrip in a crosswind, a wind gust from the right made the tailwheel-equipped airplane weathervane into the wind. He added that, while correcting for the crosswind, the airplane drifted left, and the left main landing gear sunk into soft ground. The airplane then pivoted left, the right main landing gear exited the runway, and the airplane nosed over.

The airplane sustained substantial damage to the right wing, right wing spar, and left wing lift strut.

The pilot reported that the wind was variable at 10 knots, gusting to 15 knots.

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 failure to maintain directional control while landing in a gusting crosswind conditions.

Findings

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| Aircraft | Directional control - Not attained/maintained |
| Personnel issues | Aircraft control - Pilot |
| Environmental issues | Gusts - Effect on operation |
| Environmental issues | Soft surface - Effect on operation |
| Environmental issues | Crosswind - Effect on operation |

Factual Information

History of Flight

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| Landing | Other weather encounter |
| Landing | Loss of control on ground (Defining event) |
| Landing | Runway excursion |
| Landing | Nose over/nose down |

Pilot Information

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|----------------------------------|---|--|--------------------|
| Certificate: | Airline transport; Commercial; Flight instructor | Age: | 54, Male |
| Airplane Rating(s): | Single-engine land; Multi-engine land | Seat Occupied: | Front |
| Other Aircraft Rating(s): | None | Restraint Used: | Unknown |
| Instrument Rating(s): | Airplane | Second Pilot Present: | No |
| Instructor Rating(s): | Airplane multi-engine; Airplane single-engine; Instrument airplane | Toxicology Performed: | No |
| Medical Certification: | Class 1 With waivers/limitations | Last FAA Medical Exam: | September 25, 2018 |
| Occupational Pilot: | Yes | Last Flight Review or Equivalent: | September 7, 2018 |
| Flight Time: | (Estimated) 22000 hours (Total, all aircraft), 234 hours (Total, this make and model) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--------------------------|---------------------------------------|-----------------|
| Aircraft Make: | Champion | Registration: | N36268 |
| Model/Series: | 7ECA No Series | Aircraft Category: | Airplane |
| Year of Manufacture: | 1973 | Amateur Built: | |
| Airworthiness Certificate: | Aerobatic; Normal | Serial Number: | 963-73 |
| Landing Gear Type: | Tailwheel | Seats: | 2 |
| Date/Type of Last Inspection: | Annual | Certified Max Gross Wt.: | |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | | Engine Manufacturer: | |
| ELT: | Installed, not activated | Engine Model/Series: | |
| Registered Owner: | | Rated Power: | |
| Operator: | On file | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|-------------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | KCXO, 245 ft msl | Distance from Accident Site: | 25 Nautical Miles |
| Observation Time: | 16:53 Local | Direction from Accident Site: | 273° |
| Lowest Cloud Condition: | Scattered / 2600 ft AGL | Visibility | 10 miles |
| Lowest Ceiling: | Broken / 3600 ft AGL | Visibility (RVR): | |
| Wind Speed/Gusts: | 10 knots / | Turbulence Type Forecast/Actual: | None / None |
| Wind Direction: | | Turbulence Severity Forecast/Actual: | N/A / N/A |
| Altimeter Setting: | 30.02 inches Hg | Temperature/Dew Point: | 31°C / 24°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Cleveland, TX (6R3) | Type of Flight Plan Filed: | None |
| Destination: | Cleveland, TX | Type of Clearance: | None |
| Departure Time: | 11:30 Local | Type of Airspace: | Class G |

Wreckage and Impact Information

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|----------------------------|--------|---------------------------------|---------------------------|
| 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: | 30.336389,-94.939445(est) |

Administrative Information

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| Investigator In Charge (IIC): | Swenson, Eric |
| Additional Participating Persons: | Robert McGee; FAA; Houston, TX |
| 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=98474 |

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](#).