



Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | Oklahoma City, Oklahoma | Accident Number: | CEN23LA121 |
| Date & Time: | February 20, 2023, 12:39 Local | Registration: | N303SB |
| Aircraft: | AMERICAN CHAMPION AIRCRAFT 8KCAB | Aircraft Damage: | Substantial |
| Defining Event: | Loss of control on ground | Injuries: | 2 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

The rear seat pilot reported that he was showing the front seat passenger the “basic operation” of a tailwheel airplane. During the three-point landing, with the passenger on the flight controls, the pilot verbally “talked him through the basic steps” of the landing. The landing was unsuccessful and a go-around was initiated. The pilot then took control, stabilized the airplane, and then decided land on the remaining runway. After touchdown, the airplane “turned sharply” to the right, the airplane departed the runway, and impacted a runway sign. The airplane remained upright, and the pilot was able to taxi the airplane back to his hangar.

The airplane sustained substantial damage to the left wing forward and aft lift struts. The pilot reported that there were no preimpact mechanical malfunctions or failures that would have precluded normal operation. The pilot additionally reported that the accident could have been prevented by maintaining “aircraft control at all times.”

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, that resulted in a runway excursion, and an impact with an obstacle.

Findings

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| Personnel issues | Aircraft control - Pilot |
| Aircraft | Directional control - Not attained/maintained |
| Environmental issues | Sign/marker - Effect on equipment |

Factual Information

History of Flight

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| Landing | Loss of control on ground (Defining event) |
| Landing | Runway excursion |
| Landing | Collision during takeoff/land |

Pilot Information

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|---------------------------|--|-----------------------------------|---------------|
| Certificate: | Airline transport; Flight instructor | Age: | 88,Male |
| Airplane Rating(s): | Single-engine land; Multi-engine land | Seat Occupied: | Rear |
| Other Aircraft Rating(s): | None | Restraint Used: | 5-point |
| Instrument Rating(s): | Airplane | Second Pilot Present: | No |
| Instructor Rating(s): | Airplane multi-engine; Airplane single-engine; Instrument airplane | Toxicology Performed: | |
| Medical Certification: | Class 3 Waiver time limited special | Last FAA Medical Exam: | July 22, 2022 |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | May 14, 2022 |
| Flight Time: | (Estimated) 6500 hours (Total, all aircraft), 800 hours (Total, this make and model) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--------------------------------|---------------------------------------|------------------|
| Aircraft Make: | AMERICAN CHAMPION AIRCRAFT | Registration: | N303SB |
| Model/Series: | 8KCAB NO SERIES | Aircraft Category: | Airplane |
| Year of Manufacture: | 2001 | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | 887-2001 |
| Landing Gear Type: | Tailwheel | Seats: | 2 |
| Date/Type of Last Inspection: | April 7, 2022 Annual | Certified Max Gross Wt.: | 1800 lbs |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | 1200 Hrs as of last inspection | Engine Manufacturer: | Lycoming Engines |
| ELT: | C126 installed, not activated | Engine Model/Series: | AEIO-360-H1B |
| Registered Owner: | On file | Rated Power: | 180 Horsepower |
| Operator: | On file | Operating Certificate(s) Held: | None |
| Operator Does Business As: | On file | Operator Designator Code: | None |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|------------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | KPWA, 1280 ft msl | Distance from Accident Site: | 0 Nautical Miles |
| Observation Time: | 11:53 Local | Direction from Accident Site: | 126° |
| Lowest Cloud Condition: | Clear | Visibility | 10 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | / | Turbulence Type Forecast/Actual: | None / None |
| Wind Direction: | | Turbulence Severity Forecast/Actual: | N/A / N/A |
| Altimeter Setting: | 29.83 inches Hg | Temperature/Dew Point: | 17°C / 7°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Oklahoma City, OK | Type of Flight Plan Filed: | None |
| Destination: | Oklahoma City, OK | Type of Clearance: | None |
| Departure Time: | | Type of Airspace: | Class D |

Airport Information

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|-----------------------------|-----------------|----------------------------------|------------------|
| Airport: | WILEY POST PWA | Runway Surface Type: | Asphalt;Concrete |
| Airport Elevation: | 1299 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 17R | IFR Approach: | None |
| Runway Length/Width: | 5002 ft / 75 ft | VFR Approach/Landing: | Full stop |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|---------------------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | 1 None | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 2 None | Latitude, Longitude: | 35.542303,-97.649208(est) |

Administrative Information

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| Investigator In Charge (IIC): | Hodges, Michael |
| Additional Participating Persons: | Laurence Schreiber; FAA Will Rogers FSDO; Oklahoma City, OK |
| Original Publish Date: | April 20, 2023 |
| Last Revision Date: | |
| Investigation Class: | Class 4 |
| Note: | The NTSB did not travel to the scene of this accident. |
| Investigation Docket: | https://data.ntsb.gov/Docket?ProjectID=106787 |

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).