



# Aviation Investigation Final Report

<b>Location:</b>	Hyannis, Nebraska	<b>Accident Number:</b>	CEN23LA090
<b>Date &amp; Time:</b>	January 20, 2023, 18:30 Local	<b>Registration:</b>	N717DJ
<b>Aircraft:</b>	AMERICAN CHAMPION AIRCRAFT 8KCAB	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Collision during takeoff/land	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

During the landing roll of a night landing, the airplane contacted a 12-inch high snowbank on the right side of the runway and nosed over, which resulted in substantial damage to the rudder. The pilot reported that there was about 15 ft of unplowed snow on the right side of the runway and about 6ft of unplowed snow on the left side of the 50 ft wide runway. The pilot reported that there were no preaccident mechanical malfunctions or anomalies 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 clearance from a snowbank during landing, which resulted in a nose-over.

## Findings

<b>Personnel issues</b>	Monitoring environment - Pilot
<b>Aircraft</b>	(general) - Not attained/maintained
<b>Environmental issues</b>	Snow/slush/ice covered surface - Contributed to outcome

## Factual Information

### History of Flight

<b>Landing-landing roll</b>	Collision during takeoff/land (Defining event)
<b>Landing-landing roll</b>	Nose over/nose down

### Pilot Information

<b>Certificate:</b>	Airline transport; Flight engineer; Flight instructor	<b>Age:</b>	64, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	Glider; Helicopter	<b>Restraint Used:</b>	5-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	
<b>Instructor Rating(s):</b>	Airplane single-engine; Glider	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	BasicMed Without waivers/limitations	<b>Last FAA Medical Exam:</b>	September 14, 2022
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	October 12, 2022
<b>Flight Time:</b>	20000 hours (Total, all aircraft), 500 hours (Total, this make and model), 15000 hours (Pilot In Command, all aircraft), 40 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	AMERICAN CHAMPION AIRCRAFT	<b>Registration:</b>	N717DJ
<b>Model/Series:</b>	8KCAB	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	2012	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Aerobatic; Normal	<b>Serial Number:</b>	1121-2012
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	January 19, 2023 Annual	<b>Certified Max Gross Wt.:</b>	1950 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1336 Hrs	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	AEIO-360
<b>Registered Owner:</b>	Flying W Ranch	<b>Rated Power:</b>	180 Horsepower
<b>Operator:</b>	Flying W Ranch	<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>	Night
<b>Observation Facility, Elevation:</b>	KAIA, 3925 ft msl	<b>Distance from Accident Site:</b>	46 Nautical Miles
<b>Observation Time:</b>	17:53 Local	<b>Direction from Accident Site:</b>	274°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	4 knots /	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	270°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	30.11 inches Hg	<b>Temperature/Dew Point:</b>	-7°C / -9°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Wamego, KS (69K)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Hyannis, NE	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	14:30 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Grant County 1V2	<b>Runway Surface Type:</b>	Asphalt;Snow
<b>Airport Elevation:</b>	3737 ft msl	<b>Runway Surface Condition:</b>	Snow
<b>Runway Used:</b>	17	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3970 ft / 50 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>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	42.009369,-101.77009(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Finne, Andrew
<b>Additional Participating Persons:</b>	Weiss, Nicholas; FAA - FSDO; Lincoln, NE
<b>Original Publish Date:</b>	March 2, 2023
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<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=106622">https://data.nts.gov/Docket?ProjectID=106622</a>

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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](#).