



Aviation Investigation Final Report

Location:	Woodland, California	Accident Number:	WPR23LA355
Date & Time:	September 7, 2023, 10:47 Local	Registration:	N234RA
Aircraft:	AMERICAN CHAMPION AIRCRAFT 7GCBC	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of the tailwheel equipped airplane reported that shortly after touchdown, during the landing roll, the airplane veered left, exited the runway, and ground looped. Subsequently, the right wing impacted the ground and sustained substantial damage.

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 during the landing roll, which resulted in a ground loop.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
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Pilot Information

Certificate:	Private	Age:	68,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	5-point
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	March 9, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	August 31, 2022
Flight Time:	(Estimated) 2438.8 hours (Total, all aircraft), 39.2 hours (Total, this make and model), 2220.1 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	AMERICAN CHAMPION AIRCRAFT	Registration:	N234RA
Model/Series:	7GCBC	Aircraft Category:	Airplane
Year of Manufacture:	2003	Amateur Built:	
Airworthiness Certificate:	Aerobatic; Normal	Serial Number:	13512003
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	June 27, 2023 Annual	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	975.8 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-320-A2B
Registered Owner:	TOM EATON CONSULTING LLC	Rated Power:	160 Horsepower
Operator:	TOM EATON CONSULTING LLC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KSMF, 25 ft msl	Distance from Accident Site:	13 Nautical Miles
Observation Time:	09:53 Local	Direction from Accident Site:	83°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.94 inches Hg	Temperature/Dew Point:	21°C / 13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Woodland, CA	Type of Flight Plan Filed:	None
Destination:	Woodland, CA	Type of Clearance:	VFR; None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	WATTS-WOODLAND 041	Runway Surface Type:	Asphalt
Airport Elevation:	125 ft msl	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	3759 ft / 60 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	38.673876, -121.87207(est)

Administrative Information

Investigator In Charge (IIC):	Nepomuceno, Eleazar
Additional Participating Persons:	Brook Stewart; Federal Aviation Administration; Sacramento , CA
Original Publish Date:	December 7, 2023
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=193151

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](#).