



National Transportation Safety Board Aviation Accident Final Report

Location:	MEDFORD, OR	Accident Number:	SEA93LA061
Date & Time:	02/01/1993, 1620 PST	Registration:	N11096
Aircraft:	CHAMPION 7ECA	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

AT THE END OF A LOCAL PLEASURE FLIGHT, THE PILOT REPORTED THAT THE FIRST TOUCH AND GO WAS UNEVENTFUL. DURING THE SECOND LANDING, AFTER TOUCHDOWN, THE AIRPLANE VEERED SHARPLY TO THE LEFT. THE PILOT APPLIED FULL RIGHT RUDDER AND PARTIAL BRAKE; HOWEVER, THE AIRPLANE CONTINUED TO THE LEFT AND EXITED THE SIDE OF THE RUNWAY, COLLIDING WITH A TAXIWAY SIGN BEFORE COMING TO REST. AFTER THE ACCIDENT, THE TAILWHEEL ASSEMBLY WAS FOUND LOCKED IN AN OFFSET POSITION. DURING THE INSPECTION, IT WAS FOUND THAT A BOTTOM PLATE WAS ASSEMBLED INCORRECTLY AND WAS OUTSIDE OF A KEYWAY.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: MOVEMENT OF THE TAILWHEEL ASSEMBLY WAS RESTRICTED. IMPROPER MAINTENANCE WAS A FACTOR.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (C) LANDING GEAR, TAILWHEEL ASSEMBLY - MOVEMENT RESTRICTED
2. (F) MAINTENANCE - IMPROPER - UNKNOWN

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

3. OBJECT - SIGN

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	66, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	10/05/1991
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	33600 hours (Total, all aircraft), 1700 hours (Total, this make and model), 31000 hours (Pilot In Command, all aircraft), 26 hours (Last 90 days, all aircraft), 22 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CHAMPION	Registration:	N11096
Model/Series:	7ECA 7ECA	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Aerobatic	Serial Number:	425
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	03/02/1992, Annual	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:	32 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1340 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-235-C1
Registered Owner:	MCCALL, WINSTON R.	Rated Power:	115 hp
Operator:	MCCALL, WINSTON R.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 15000 ft agl	Visibility	30 Miles
Lowest Ceiling:	Overcast / 25000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	11° C / 1° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	VFR
Departure Time:	1515 PST	Type of Airspace:	Class E

Airport Information

Airport:	MEDFORD (MFR)	Runway Surface Type:	Asphalt
Airport Elevation:	1331 ft	Runway Surface Condition:	Dry
Runway Used:	32	IFR Approach:	None
Runway Length/Width:	6700 ft / 150 ft	VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

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:	

Administrative Information

Investigator In Charge (IIC):	DEBRA J ECKROTE	Report Date:	11/19/1993
Additional Participating Persons:	KEITH CRIMIN; HILLSBORO, OR		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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](#).