



National Transportation Safety Board Aviation Accident Final Report

Location:	SOUTH BOSTON, VA	Accident Number:	BF092LA054
Date & Time:	05/01/1992, 0830 EDT	Registration:	N1837G
Aircraft:	CHAMPION 7GCAA	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE PILOT DID A SIMULATED FORCED LANDING, USING AN OPEN FIELD. DURING THE GO AROUND THE AIRPLANE STRUCK POWERLINES, DAMAGING THE RIGHT WING. THE PILOT WAS ABLE TO CONTINUE FLIGHT AND HE PROCEEDED TO A LOCAL AIRPORT AND LANDED WITHOUT INCIDENT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
THE PILOT FAILED TO MAINTAIN OBSTACLE CLEARANCE WHICH RESULTED IN INFLIGHT COLLISION WITH A POWERLINE.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: GO-AROUND (VFR)

Findings

1. (F) OBJECT - WIRE, TRANSMISSION
2. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	28, Male
Airplane Rating(s):	Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	01/23/1992
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	3379 hours (Total, all aircraft), 146 hours (Total, this make and model), 1241 hours (Pilot In Command, all aircraft), 294 hours (Last 90 days, all aircraft), 102 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CHAMPION	Registration:	N1837G
Model/Series:	7GCAA 7GCAA	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	180
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	11/01/1991, Annual	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:	25 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1845 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320-A2B
Registered Owner:	EDWARD NIXON	Rated Power:	150 hp
Operator:	EDWARD NIXON	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	DAN, 572 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	0750 EDT	Direction from Accident Site:	250°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	3 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	40°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	21° C / 18° C
Precipitation and Obscuration:			
Departure Point:	BRISTOL, TN (TRI)	Type of Flight Plan Filed:	None
Destination:	CHESAPEAKE, VA (W36)	Type of Clearance:	None
Departure Time:	0700 EDT	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Albert G Reitan	Report Date:	09/28/1993
Additional Participating Persons:	J. PHELPS; RICHMOND, VA		
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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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](#).