



National Transportation Safety Board Aviation Accident Data Summary

Location:	HILLSBORO, TX	Accident Number:	FTW85LA240
Date & Time:	06/01/1985, 1702 CDT	Registration:	N7595F
Aircraft:	CHAMPION 7GCAA	Injuries:	2 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PILOT HAD JUST TAKEN OFF ON RUNWAY 16 AT THE MUNICIPAL AIRPORT IN HILLSBORO, TX. THIS WIND, AS REPORTED BY THE PILOT WAS 220 DEGREES AT 16 KNOTS WITH GUSTS TO 22 KNOTS AND THE TEMPERATURE WAS 102 DEGREES. TWO PERSONS AND 16 GALLONS OF FUEL WERE ABOARD. AFTER CLIMBING TO ABOUT 500 FEET AGL ON RUNWAY HEADING THE PILOT BEGAN A LEFT TURN TOWARD DOWNWIND AND THE AIRCRAFT STALLED. HE RECOVERED FROM THE STALL BUT WAS UNABLE TO ARREST THE DESCENT RATE BEFORE GROUND IMPACT OCCURRED. THE SUBSEQUENT HARD LANDING COLLAPSED THE MAIN LANDING GEAR AND DESTROYED THE AIRCRAFT.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. (F) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. (F) WEATHER CONDITION - HIGH DENSITY ALTITUDE

Occurrence #2: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

4. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3: MAIN GEAR COLLAPSED
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

5. (C) DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND

Pilot Information

Certificate:	Private	Age:	31
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	250 hours (Total, all aircraft), 22 hours (Total, this make and model), 222 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CHAMPION	Registration:	N7595F
Model/Series:	7GCAA 7GCAA	Engines:	1 Reciprocating
Operator:	WILLIAM P. DAVOUST	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	O-320-A2B
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	FTW, 710 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Broken / 25000 ft agl	Wind Speed/Gusts, Direction:	15 knots / , 220°
Temperature:	36 °C	Visibility	8 Miles
Precipitation and Obscuration:			
Departure Point:	Destination: MCKINNEY, TX (TKI)		

Airport Information

Airport:	HILLSBORO MUNI (F74)	Runway Surface Type:	
Runway Used:	0	Runway Surface Condition:	
Runway Length/Width:			

Wreckage and Impact Information

Crew Injuries:	2 Minor	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): A. V EDWARDS

Adopted 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.