



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	MUSKOGEE, OK	<b>Accident Number:</b>	FTW83LA135
<b>Date &amp; Time:</b>	03/01/1983, 1730 CST	<b>Registration:</b>	N6386N
<b>Aircraft:</b>	CHAMPION 7ECA	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor, 1 None

**Flight Conducted Under:** Part 91: General Aviation - Personal

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## Analysis

THE PASSENGER WAS IN THE BACK SEAT WITH A 35 MM CAMERA, A POCKET CAMERA, A PAIR OF BINOCULARS IN A CASE AND A WINDBREAKER. WHILE FLYING AT DUSK, THEY FLEW BY A HERD OF DEER, BUT THE PASSENGER DID NOT GET A PHOTOGRAPH. REPORTEDLY, THE PLT MADE A 180 DEG TURN & MADE A 2ND PASS TOWARD RISING TERRAIN. THE PLT STATED THAT HE WAS SLIGHTLY BELOW A CREST WHEN HE APPLIED BACK PRESSURE ON THE CONTROL STICK BUT THE STICK WOULD NOT MOVE AFT. HE BELIEVED THAT ONE OF THE PASSENGER'S CAMERAS BECAME WEDGED BETWEEN THE REAR SEAT & THE REAR CONTROL STICK. HE FURTHER STATED THAT THE TOP OF ONE OF THE CAMERAS WAS DAMAGED. THE PASSENGER STATED THAT THE POCKET CAMERA 'MUST HAVE FALLEN OUT OF MY POCKET IN THE CRASH.' ACCORDING TO HIM, HE HEARD SCRAPING NOISES, WHICH HE BELIEVED WERE TREES HITTING THE ACFT; THEN SAW THE STICK COME BACK BEFORE THE NOISES BECAME LOUDER & HARDER. SUBSEQUENTLY, THE ACFT CRASHED BEYOND THE CREST. REPORTEDLY, THE PLT WAS UNCONSCIOUS & BLOCKED THE DOOR FOR A SHORT TIME AFTER THE ACFT CAME TO REST.

## Probable Cause and Findings

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

## Findings

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Occurrence #1: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: MANEUVERING

### Findings

1. (F) LIGHT CONDITION - DUSK
  2. (F) LOW PASS - PERFORMED - PILOT IN COMMAND
  3. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
  4. (C) FLT CONTROL SYST,ELEVATOR CONTROL - MOVEMENT RESTRICTED
  5. (C) CONTROL INTERFERENCE - INADVERTENT - PASSENGER
  6. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY
  7. (F) TERRAIN CONDITION - RISING
  8. (F) OBJECT - TREE(S)
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

### Findings

9. (F) TERRAIN CONDITION - DOWNHILL

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	59, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	07/21/1981
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1703 hours (Total, all aircraft), 1062 hours (Total, this make and model), 1653 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CHAMPION	<b>Registration:</b>	N6386N
<b>Model/Series:</b>	7ECA 7ECA	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	387
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	3
<b>Date/Type of Last Inspection:</b>	100 Hour	<b>Certified Max Gross Wt.:</b>	1650 lbs
<b>Time Since Last Inspection:</b>	46 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2423 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	O-235-C1
<b>Registered Owner:</b>	VIRGIL M. LAGOW	<b>Rated Power:</b>	110 hp
<b>Operator:</b>	VIRGIL M. LAGOW	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
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 / 25000 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C / -9°C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	J. O JOHNSON	Report Date:	
Additional Participating Persons:			
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 <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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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](#).