



National Transportation Safety Board Aviation Accident Final Report

Location:	SOLDOTNA, AK	Accident Number:	ANC83LA157
Date & Time:	09/01/1983, 1945 AKD	Registration:	N7536F
Aircraft:	CHAMPION 7KCAB	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

WHILE SIGHTSEEING THE PLT STATED HE SAW A MOOSE & MADE A SHARP TURN. THE ACFT STALLED BUT THE PLT RECOVERED FROM THE STALL. DURING RECOVERY THE ACFT HIT THE TOP 8 FT OF AN 80 FT TREE. THE ACFT THEN SPUN TO THE GROUND.

Probable Cause and Findings

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: MANEUVERING

Findings

1. (C) AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
 2. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 3. (C) DIVERTED ATTENTION - PILOT IN COMMAND
 4. (F) STALL - INADVERTENT - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: MANEUVERING

Findings

5. (F) OBJECT - TREE(S)
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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: MANEUVERING

Factual Information

Pilot Information

Certificate:	Private	Age:	41, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Front
Other Aircraft Rating(s):		Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Expired	Last FAA Medical Exam:	01/28/1981
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	383 hours (Total, all aircraft), 383 hours (Total, this make and model), 42 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CHAMPION	Registration:	N7536F
Model/Series:	7KCAB 7KCAB	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	276-70
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	05/26/1983, 100 Hour	Certified Max Gross Wt.:	1800 lbs
Time Since Last Inspection:	29 Hours	Engines:	1 Reciprocating
Airframe Total Time:	958 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated	Engine Model/Series:	IO-320-E1B
Registered Owner:	JESSE M. MEEKS	Rated Power:	150 hp
Operator:	JESSE M. MEEKS	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:	Clear / 0 ft agl	Visibility	30 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	21° C / 4° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1945 ADT	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	None

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):	JAMES MICHELANGELO	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 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](#).