



National Transportation Safety Board Aviation Accident Final Report

Location:	North Fork, NE	Accident Number:	CEN10CA516
Date & Time:	09/02/2010, 0745 CDT	Registration:	N1678G
Aircraft:	CHAMPION 7KCAB	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

According to the student pilot, during the landing roll the airplane began to weathervane toward the edge of the runway and the left wing began to lift up. He added engine power in an attempt to stop the swerve; however, the airplane exited the runway and ground looped, sustaining substantial damage to the fuselage. At the time this report was completed, the pilot had not submitted NTSB form 6120.1, Pilot/Operator Accident/Incident Report as requested.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The student pilot's loss of directional control during landing, which resulted in a ground loop.

Findings

Aircraft	Directional control - Not attained/maintained (Cause)
Personnel issues	Task performance - Student pilot (Cause)

Factual Information

History of Flight

Landing-flare/touchdown	Loss of control on ground (Defining event) Landing gear collapse Dragged wing/rotor/float/other
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Student Pilot Information

Certificate:	Student	Age:	23, Male
Airplane Rating(s):	None	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Unknown	Last Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 9999 hours (Total, all aircraft), 9999 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	CHAMPION	Registration:	N1678G
Model/Series:	7KCAB	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	133
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	IO-320 SERIES
Registered Owner:	SCHINDLER RICK M	Rated Power:	150 hp
Operator:	Dale's Flying Service	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:	KOFK	Observation Time:	0756 CDT
Distance from Accident Site:		Condition of Light:	Day
Direction from Accident Site:		Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Thin Overcast / 9000 ft agl	Temperature/Dew Point:	18°C / 15°C
Lowest Ceiling:	Overcast / 9000 ft agl	Visibility	10 Miles
Wind Speed/Gusts, Direction:	13 knots, 300°	Visibility (RVR):	
Altimeter Setting:	29.9 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Precipitation		
Departure Point:	North Fork, NE (KOFK)	Type of Flight Plan Filed:	Unknown
Destination:	North Fork, NE (KOFK)	Type of Clearance:	None
Departure Time:	CDT	Type of Airspace:	

Airport Information

Airport:	Karl Stefan Memorial Airport (KOFK)	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	01	IFR Approach:	None
Runway Length/Width:	5800 ft / 100 ft	VFR Approach/Landing:	Full Stop

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		

Administrative Information

Investigator In Charge (IIC):	Craig Hatch	Adopted Date:	05/05/2011
Additional Participating Persons:	Robert Johnson; FAA FSDO; Lincoln, NE		
Publish Date:	05/05/2011		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=77180		

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.