



National Transportation Safety Board Aviation Accident Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | Melbourne, AR | Accident Number: | CEN13CA084 |
| Date & Time: | 12/01/2012, 0845 CST | Registration: | N63MY |
| Aircraft: | AMERICAN CHAMPION AIRCRAFT 8KCAB | Aircraft Damage: | Substantial |
| Defining Event: | Abrupt maneuver | Injuries: | 2 None |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

Analysis

According to the pilot, the touchdown was on-speed, and she made a three-point landing. During the landing roll, the airplane seemed to weathervane to the right side of the runway, so the pilot applied left rudder. The airplane veered to the left and departed the paved runway at a slow speed. As the airplane exited the runway, the right main landing gear collapsed, which resulted in the right wing contacting the ground, which resulted in substantial damage to the wing structure. The pilot reported no preimpact mechanical malfunctions with the airplane that would have precluded normal operation.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain directional control of the airplane during the landing.

Findings

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| Aircraft | Directional control - Not attained/maintained (Cause) |
| Personnel issues | Incorrect action performance - Pilot (Cause) |

Factual Information

History of Flight

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| Landing-landing roll | Abrupt maneuver (Defining event) Attempted remediation/recovery Dragged wing/rotor/float/other Landing gear collapse |
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Pilot Information

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|---------------------------|--|-----------------------------------|----------------------------|
| Certificate: | Private | Age: | 57, Female |
| Airplane Rating(s): | Single-engine Land | Seat Occupied: | Front |
| Other Aircraft Rating(s): | None | Restraint Used: | Seatbelt, Shoulder harness |
| Instrument Rating(s): | None | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | |
| Medical Certification: | Class 3 With Waivers/Limitations | Last Medical Exam: | 11/07/2012 |
| Occupational Pilot: | | Last Flight Review or Equivalent: | 11/29/2011 |
| Flight Time: | 147 hours (Total, all aircraft), 7 hours (Total, this make and model), 147 hours (Pilot In Command, all aircraft), 12 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|-------------------------------|----------------------------|------------------------------------|-----------------|
| Aircraft Manufacturer: | AMERICAN CHAMPION AIRCRAFT | Registration: | N63MY |
| Model/Series: | 8KCAB | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | No |
| Airworthiness Certificate: | Aerobatic | Serial Number: | 10692008 |
| Landing Gear Type: | Tailwheel | Seats: | 2 |
| Date/Type of Last Inspection: | | Certified Max Gross Wt.: | |
| Time Since Last Inspection: | | Engines: | 2 Reciprocating |
| Airframe Total Time: | | Engine Manufacturer: | LYCOMING |
| ELT: | Installed, not activated | Engine Model/Series: | AEIO-360-H1B |
| Registered Owner: | Christine Dawe | Rated Power: | 180 hp |
| Operator: | Christine Dawe | Air Carrier Operating Certificate: | None |

Meteorological Information and Flight Plan

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|----------------------------------|---------------------------------|------------------------------|-------------------|
| Observation Facility, Elevation: | | Observation Time: | |
| Distance from Accident Site: | | Condition of Light: | Day |
| Direction from Accident Site: | | Conditions at Accident Site: | Visual Conditions |
| Lowest Cloud Condition: | Clear | Temperature/Dew Point: | 16 °C |
| Lowest Ceiling: | None | Visibility | 10 Miles |
| Wind Speed/Gusts, Direction: | Light and Variable, Variable | Visibility (RVR): | |
| Altimeter Setting: | 29.92 inches Hg | Visibility (RVV): | |
| Precipitation and Obscuration: | | | |
| Departure Point: | Melbourne, AR (42A) | Type of Flight Plan Filed: | Unknown |
| Destination: | Melbourne, AR (42A) | Type of Clearance: | None |
| Departure Time: | 0820 CST | Type of Airspace: | |

Airport Information

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|----------------------|----------------------------|---------------------------|-----------------|
| Airport: | John E. Miller Field (42A) | Runway Surface Type: | Asphalt |
| Airport Elevation: | 735 ft | Runway Surface Condition: | Dry |
| Runway Used: | 21 | IFR Approach: | Visual |
| Runway Length/Width: | 4002 ft / 75 ft | VFR Approach/Landing: | Traffic Pattern |

Wreckage and Impact Information

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|---------------------|--------|---------------------|-------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | 1 None | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 2 None | | |

Administrative Information

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|-----------------------------------|---|---------------|------------|
| Investigator In Charge (IIC): | Stuart E Bothwell | Adopted Date: | 07/23/2013 |
| Additional Participating Persons: | Heather Metzler; FAA; Little Rock, AR | | |
| Publish Date: | 02/04/2016 | | |
| 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=85715 | | |

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.

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