



Aviation Investigation Final Report

Location:	Soldotna, Alaska	Accident Number:	GAA17CA381
Date & Time:	June 4, 2017, 08:00 Local	Registration:	N82639
Aircraft:	Aeronca 7AC	Aircraft Damage:	Substantial
Defining Event:	Abrupt maneuver	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that, after landing on a gravel airstrip, during the taxi, a moose cow and calf ran onto the airstrip, moving from the pilot's right to left. She added that she veered to the left to avoid the animals and the airplane struck a tree.

The airplane sustained substantial damage to the fuselage.

The pilot reported that there were no preaccident mechanical failures or 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 abrupt maneuver to avoid a moose cow and calf during taxi, which resulted in an impact with a tree.

Findings

Personnel issues	Aircraft control - Pilot
Environmental issues	Tree(s) - Effect on operation

Factual Information

History of Flight

Taxi-from runway	Miscellaneous/other
Taxi-from runway	Abrupt maneuver (Defining event)
Taxi-from runway	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Private	Age:	51,Female
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	December 14, 2015
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 30, 2015
Flight Time:	(Estimated) 756 hours (Total, all aircraft), 542 hours (Total, this make and model), 706 hours (Pilot In Command, all aircraft), 65 hours (Last 90 days, all aircraft), 26 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Aeronca	Registration:	N82639
Model/Series:	7AC NO SERIES	Aircraft Category:	Airplane
Year of Manufacture:	1946	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	7AC-1281
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	February 1, 2017 Annual	Certified Max Gross Wt.:	1220 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONT MOTOR
ELT:	C126 installed, not activated	Engine Model/Series:	A&C65 SERIES
Registered Owner:		Rated Power:	85 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Day
Observation Facility, Elevation:	PASX,113 ft msl	Distance from Accident Site:	3 Nautical Miles
Observation Time:	15:56 Local	Direction from Accident Site:	201°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Overcast / 400 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:		Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	29.8 inches Hg	Temperature/Dew Point:	8°C / 7°C
Precipitation and Obscuration:			
Departure Point:	NIKISHKA, AK (AK73)	Type of Flight Plan Filed:	VFR/IFR
Destination:	Soldotna, AK	Type of Clearance:	Unknown
Departure Time:		Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	60.524723,-150.995285(est)

Administrative Information

Investigator In Charge (IIC):	Benhoff, Kathryn
Additional Participating Persons:	Christian Monson; FAA; Juneau, AK
Original Publish Date:	September 22, 2017
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=95489

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](#).