



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Palmer, Alaska	Accident Number:	GAA18CA398
Date & Time:	July 7, 2018, 09:30 Local	Registration:	N81768
Aircraft:	Aeronca 7CCM	Aircraft Damage:	Substantial
Defining Event:	Hard landing	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

While landing off airport on an unimproved landing site, the tailwheel-equipped airplane landed hard and bounced. The pilot applied full power to go around, but the airplane bounced again before impacting trees and terrain. Subsequently, the airplane came to rest inverted on a river bank.

The airplane sustained substantial damage to the right wing and vertical stabilizer.

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 improper landing flare, which resulted in a hard landing, an attempted go-around, and a subsequent nose-over.

Findings

Aircraft	Landing flare - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Environmental issues	Tree(s) - Contributed to outcome

Factual Information

History of Flight

Landing	Hard landing (Defining event)
Landing-aborted after touchdown	Nose over/nose down

Pilot Information

Certificate:	Private	Age:	41,Male
Airplane Rating(s):	Single-engine land	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:	June 5, 2017
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 118 hours (Total, all aircraft), 103 hours (Total, this make and model), 71 hours (Pilot In Command, all aircraft), 23 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Aeronca	Registration:	N81768
Model/Series:	7CCM No Series	Aircraft Category:	Airplane
Year of Manufacture:	1946	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	7AC391
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	May 10, 2018 Annual	Certified Max Gross Wt.:	1350 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	4073 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	C91A installed, activated, did not aid in locating accident	Engine Model/Series:	C90-8F
Registered Owner:		Rated Power:	90 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	PAAQ,230 ft msl	Distance from Accident Site:	16 Nautical Miles
Observation Time:	17:53 Local	Direction from Accident Site:	277°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	140°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.92 inches Hg	Temperature/Dew Point:	19°C / 10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Palmer, AK (AK1)	Type of Flight Plan Filed:	None
Destination:	Palmer, AK	Type of Clearance:	None
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:	61.566944,-148.550277(est)

Administrative Information

Investigator In Charge (IIC):	Swenson, Eric
Additional Participating Persons:	Gregory Varner; FAA; Anchorage, AK
Original Publish Date:	March 18, 2019
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=97712

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](#).