



# Aviation Investigation Final Report

<b>Location:</b>	Warsaw, Missouri	<b>Accident Number:</b>	GAA15CA201
<b>Date &amp; Time:</b>	July 23, 2015, 14:00 Local	<b>Registration:</b>	N81686
<b>Aircraft:</b>	Aeronca 7BCM	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that his 3-point touchdown in the tailwheel equipped airplane was normal, but during the ground roll the airplane started to veer to the right. He attempted to correct with the left rudder, but the airplane departed the runway to the right and impacted a ditch. The pilot reported that his pant leg may have gotten caught on the right heel brake. The fuselage and firewall sustained substantial damage.

The pilot stated that there were no mechanical malfunctions or failures 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 during landing, which resulted in a runway excursion and a collision with terrain.&nbsp;

## Findings

<b>Personnel issues</b>	Aircraft control - Pilot
<b>Aircraft</b>	Directional control - Not attained/maintained

## Factual Information

### History of Flight

<b>Landing-landing roll</b>	Loss of control on ground (Defining event)
<b>Landing-landing roll</b>	Runway excursion
<b>Landing-landing roll</b>	Collision with terr/obj (non-CFIT)

### Pilot Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	68
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Lap only
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 With waivers/limitations	<b>Last FAA Medical Exam:</b>	April 9, 2015
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	March 14, 1994
<b>Flight Time:</b>	(Estimated) 2400 hours (Total, all aircraft), 25 hours (Total, this make and model), 2200 hours (Pilot In Command, all aircraft), 350 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Aeronca	<b>Registration:</b>	N81686
<b>Model/Series:</b>	7BCM NO SERIES	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1945	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	7AC-305
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	August 29, 2014 Annual	<b>Certified Max Gross Wt.:</b>	1300 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2014 Hrs as of last inspection	<b>Engine Manufacturer:</b>	CONT MOTOR
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-190
<b>Registered Owner:</b>		<b>Rated Power:</b>	85 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KGLY, 822 ft msl	<b>Distance from Accident Site:</b>	16 Nautical Miles
<b>Observation Time:</b>	18:55 Local	<b>Direction from Accident Site:</b>	270°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	3 knots /	<b>Turbulence Type Forecast/Actual:</b>	/ None
<b>Wind Direction:</b>	80°	<b>Turbulence Severity Forecast/Actual:</b>	/ N/A
<b>Altimeter Setting:</b>	29.95 inches Hg	<b>Temperature/Dew Point:</b>	31°C / 23°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	KEOKUK, IA (EOK )	<b>Type of Flight Plan Filed:</b>	VFR
<b>Destination:</b>	Warsaw, MO (RAW )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	11:32 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	WARSAW MUNI RAW	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	936 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	36	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	4000 ft / 75 ft	<b>VFR Approach/Landing:</b>	Straight-in;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	38.347778,-93.345275(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Gerhardt, Adam
<b>Additional Participating Persons:</b>	William C Taylor; Kansas City FSDO (FAA); Kansas City, KS
<b>Original Publish Date:</b>	September 30, 2015
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=91641">https://data.nts.gov/Docket?ProjectID=91641</a>

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