



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Conyers, Georgia	Accident Number:	ERA24LA183
Date & Time:	March 31, 2024, 13:00 Local	Registration:	N3420E
Aircraft:	Aeronca 11AC	Aircraft Damage:	Substantial
Defining Event:	Runway excursion	Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot was taking off from a 2,700-ft-long runway and described that during the initial climb, the airplane's climb rate was insufficient to avoid the trees at the departure end of the runway. The pilot attempted to land on the remaining runway; however, the airplane departed the far end of the runway, impacted a berm, and came to rest in a lake. The airplane sustained substantial damage to the wings and fuselage. The pilot reported that the engine was operating normally and that there were no anomalies or mechanical failures that would have precluded normal operation of the airplane.

Three of the closest official weather stations reported the wind was varying between being a quartering headwind to a quartering tailwind. The pilot reported receiving the weather conditions from an online, publicly available weather station, which reported that a headwind would be present for takeoff. He also provided a plot of the data from that station for the time surrounding accident, and it showed that while the wind direction was reported as he described, it had also begun to vary around that time, and continued to for some time afterward. Based on this information, it is likely that the variable wind conditions resulted in a shift in wind direction during takeoff that changed from a quartering headwind to a quartering tailwind.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

An encounter with shifting wind conditions, which resulted in the airplane using more runway than anticipated, an aborted takeoff, and subsequent runway excursion. Contributing to the accident was the pilot's failure account for the potential of variable and shifting wind in his departure planning.

Findings

Aircraft	Climb rate - Attain/maintain not possible
Environmental issues	Variable wind - Effect on operation
Personnel issues	Weather planning - Pilot
Environmental issues	Variable wind - Awareness of condition

Factual Information

History of Flight

Initial climb	Other weather encounter
Takeoff-rejected takeoff	Runway excursion (Defining event)

Pilot Information

Certificate:	Private	Age:	47,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	BasicMed Without waivers/limitations	Last FAA Medical Exam:	October 2, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 26, 2022
Flight Time:	1014 hours (Total, all aircraft), 51.6 hours (Total, this make and model), 892 hours (Pilot In Command, all aircraft), 5.9 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Aeronca	Registration:	N3420E
Model/Series:	11AC No Series Exists	Aircraft Category:	Airplane
Year of Manufacture:	1947	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	11AC-1737
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	December 22, 2023 Annual	Certified Max Gross Wt.:	1250 lbs
Time Since Last Inspection:	3.5 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2703.4 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	C126 installed, not activated	Engine Model/Series:	A-65-8
Registered Owner:	On file	Rated Power:	65 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:	CVC, 803 ft msl	Distance from Accident Site:	11 Nautical Miles
Observation Time:	12:55 Local	Direction from Accident Site:	140°
Lowest Cloud Condition:	Scattered / 4400 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.06 inches Hg	Temperature/Dew Point:	23°C / 13°C
Precipitation and Obscuration:			
Departure Point:	Conyers, GA (GA80)	Type of Flight Plan Filed:	None
Destination:	Conyers, GA (GA80)	Type of Clearance:	None
Departure Time:	13:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	WHISPERING PINES GA80	Runway Surface Type:	Asphalt
Airport Elevation:	940 ft msl	Runway Surface Condition:	Dry
Runway Used:	15	IFR Approach:	None
Runway Length/Width:	2600 ft / 20 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 1 None	Latitude, Longitude:	33.78233, -83.9888(est)

Administrative Information

Investigator In Charge (IIC):	Gibson, Kurt
Additional Participating Persons:	Rodney Hood; FAA/FSDO; Hapeville, GA
Original Publish Date:	June 21, 2024
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=194104

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).