

GENESEO, NY (D52): N9418E, 11AC, CRASHED ON RUNWAY 5 FOR UNKNOWN REASONS. PILOT WAS TAKEN TO THE HOSPITAL VIA AMBULANCE. POB: 1, INJURIES: UNKNOWN, DAMAGE: EXTENT UNKNOWN. 06/01/2024 1915Z

6/1/24-Present at D52 during the accident but did not witness the event. Peter Bonneau, the registered owner and operator, of N9418E, a 1946 Aeronca 11AC, experienced a runway excursion during takeoff from runway 5 at D52. The aircraft veered off the northwest side of the runway, approximately 1,000 ft from the departure end of runway 5 into a wheat field, subsequently flipping over.

Mr. Bonneau was removed from the aircraft post-crash with no injuries and transported to the hospital as a precautionary measure. The aircraft was recovered from the runway area and relocated to the main hangar at D52. The aircraft sustained substantial damage; however, the exact extent of the damage is currently unknown.

Initiated the initial stages of the investigation. Inspected aircraft post-crash Aircraft was configured for takeoff w/ full throttle, mags hot, fuel on, trim set. This aircraft does not have flaps or cockpit controllable mixture setting. Took post-crash photographs, turned off magnetos, and deactivated ELT. Eastern ROC was notified of accident.

6/3/24-Reviewed N9418E aircraft SPAS data-no defects noted. Reviewed Peter Bonneau MSAT-A airman file. He holds a current Private Pilot certificate A SEL and BasicMed. NPTRS file revealed he was in two previous accidents. No EIS history. Made arrangements with Mr. Bonneau to meet at D52, on 6/4/24 at 1300 to inspect aircraft, logbooks, flight record, and certificates.

6/4/24- Arrived on scene at Geneseo airport (D52) at 1300 EDT w/ Amy Malcolm to inspect N9418E aircraft and logbooks, interview the PIC Peter Bonneau, and review his flight log, pilot certificate, and medical information.

Upon arrival, we issued Mr. Bonneau a PBR. The inspection of the aircraft revealed the following damage:

Impact damage to both Propeller tips: splintered wood, missing material, and leading-edge delamination.

Denting on nose bowl: below the prop on the right side of the airbox and on the left side just below the cylinder ram air inlet.

Damage to the right forward and aft wing lift strut: forward strut buckled in two spots, approximately three feet outboard of fuselage attach fitting and just inboard of forward jury strut. Aft strut buckled approximately three feet inboard of wing attach fitting.

Top side of the rudder damaged: rudder horn bent down and forward, extending into the plane of vertical stab, limiting full rudder travel.

Left side lap belt cut to evacuate the Mr. Bonneau post-crash.

No other issues with the aircraft were noted at this time. The Airworthiness Certificate and Registration were current. Flight controls were checked for continuity and travel, with no issues found. Visually inspected tail wheel-no defects noted. An inspection of the aircraft logbooks confirmed that all

inspections were up to date, no applicable AD's, major repairs, or alterations were noted, and no open discrepancies.

Interviewed Mr. Bonneau, who provided the following account of the accident that occurred on Saturday, June 1st, at Geneseo, NY Airport (D52).

In VMC conditions, winds calm and temperature approximately 80 degrees F, Mr. Bonneau conducted the first flight of the day around 1200 EDT, carrying a passenger-no issues noted. He then went on a solo flight around 1430 EDT to practice takeoffs and landings. The first two takeoffs and landings were uneventful. Considering whether to call it a day or attempt one more flight, he decided to try one more.

After back-taxiing to the start of rwy 5, he turned around to take off. At this time, he heard on the CTAF that a Piper twin was on final for rwy 23. He observed the Piper twin land, perform a touch-and-go, then depart the pattern. He began his take off roll then started to lose directional control. When the aircraft left main entered the tall grass, he "decide for no good reason to try to fly it out from there." the aircraft then veered further left into the taller vegetation, which quickly slowed it down, causing it to go tail up. The aircraft nosed over into an inverted position and came to a complete stop. A few minutes later, people at the airport came to his aid, cut the lap belt, and helped him evacuate the aircraft. He was taken to the hospital as a precautionary measure but released shortly after with no injuries.

A review of Mr. Bonneau's flight logs revealed he had a current BFR dated 9/8/23 and was tailwheel endorsed on 9/11/17. He has accumulated approximately 230 total hrs, w/ approx. 30 hrs in make/model and approx. 4.5 hours in the past 90 days. Mr. Bonneau was able to provide his Private Pilot Certificate, ASEL ratings during interview, and emailed me BasicMed certificate, dated 7/11/23, later that day. Mr. Bonneau also provided a written statement via email, later that day, which was consistent w/ verbal statement.

6/11/24- Returned to D52 w/ Amy Malcolm to conduct additional aircraft inspections. We met Mr. Bonneau at 1000 EDT and inspected the following:

Carburetor heat travel and linkage- found carb heat butterfly valve stuck in off position due to impact damage to the airbox from the accident. The air filter had been pushed into the airbox, prohibiting butterfly valve movement. After repositioning the air filter, the carb heat operated normally, w/ full on-off travel. Mr. Bonneau stated that the carb heat was fully operational during his pre-flight run-up on June 1st.

Throttle control travel and linkage- The throttle operated normally, achieving full unobstructed stop-to-stop travel. However, discovered that the carburetor and airbox had sheared and completely separated from intake manifold. This damage was caused by the airbox impacting the ground during accident and did not contribute to accident.

A general visual inspection of the engine and accessories was performed, with no other discrepancies noted. Mr. Bonneau reaffirmed that he had not noticed any performance issues and that the aircraft was operating within normal ranges during flight prior to accident on June 1st. He stated that during his pre-flight run-up on June 1st, the mags, carb heat, oil temp and pressure, static rpm were all checked w/ satisfactory results. He stated that the brakes were fully operational, the aircraft was controllable on the ground and in the air and there were no abnormal flight characteristics during operation, prior to

accident on June 1st. Mr. Bonneau concluded that the cause of the accident was solely his loss of directional control and his rejected take-off procedure.