



Aviation Investigation Final Report

Location:	CYNTHIANA, Kentucky	Accident Number:	IAD96LA042
Date & Time:	February 17, 1996, 15:20 Local	Registration:	CFLBW
Aircraft:	Aeronca 11AC	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Ferry		

Analysis

The pilot stated that the airplane, which was manufactured in 1946, did not have an electrical starting system, so he attempted to start the engine by hand propping it. The pilot reported that a local gentleman held the tail of the airplane to secure it during the engine start-up. When he rotated the propeller by hand to start the engine, the engine idled for a few seconds, '...then roared up.' The airplane began to accelerate forward and impacted a cement pillar and a fuel pump. The pilot and the gentleman holding the tail were unable to control the airplane.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to obtain proper assistance to secure the airplane.

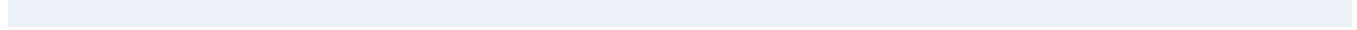
Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: STANDING - STARTING ENGINE(S)

Findings

1. (C) PROPER ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: STANDING - STARTING ENGINE(S)



Factual Information

On February 17, 1996, at about 1520 eastern standard time, an Aeronca 11AC, CFLBW, registered to a private owner, was substantially damaged when the private pilot attempted to start the airplane by rotating the propeller by hand (hand propping.) The unoccupied airplane accelerated and collided with a fuel pump at Cynthiana Harrison County Airport, Cynthiana, Kentucky. There were no injuries to the private pilot, or to personnel on the ground. The flight was to be conducted under 14 CFR Part 91. Visual meteorological conditions existed and no flight plan had been filed. The airplane had recently been sold and was being ferried from Edmonton, Alberta, Canada, to Louisa County/Freeman Field in Virginia.

The pilot stated that he landed at Cynthiana, Kentucky to refuel the airplane for the next leg of the ferry flight. He stated that since the airplane, which was manufactured in 1946, had no electrical starting system, hand propping was the method used to start the engine. The pilot reported that, "...with a local gentleman holding the tail on the left hand side, I primed it, pulled through (turning the [propeller] with [magnetos] off to suck fuel into the cylinders) then started it. It idled for a few seconds, then roared up." The private pilot wrote that the airplane began to accelerate forward and he tried to grab the strut to help control the airplane. The pilot and the gentleman at the tail of the airplane were unable to stop the airplane. The airplane's right wing hit a cement pole adjacent to the fuel pump. The airplane turned and collided with the fuel pump; the top half of the fuel pump was damaged. There was no claim of preimpact mechanical malfunction.

Pilot Information

Certificate:	Private	Age:	20, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	December 2, 1994
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	226 hours (Total, all aircraft), 51 hours (Total, this make and model), 143 hours (Pilot In Command, all aircraft), 81 hours (Last 90 days, all aircraft), 59 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Aeronca	Registration:	CFLBW
Model/Series:	11AC 11AC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	11AC-869
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	December 2, 1995 Annual	Certified Max Gross Wt.:	1250 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1200 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	A65
Registered Owner:	ERNEST D. KISS	Rated Power:	65 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	LEX ,980 ft msl	Distance from Accident Site:	25 Nautical Miles
Observation Time:	16:50 Local	Direction from Accident Site:	220°
Lowest Cloud Condition:	Unknown	Visibility	10 miles
Lowest Ceiling:	Overcast / 6000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	11 knots / 17 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	2°C / -8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	CYNTHIANA HARRISON COUNTY 018	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

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:	38.379364,-84.290451(est)

Administrative Information

Investigator In Charge (IIC):	Cain, James
Additional Participating Persons:	ROGER OLSON; LOUISVILLE , KY
Original Publish Date:	March 31, 1998
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=28022

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).