



Aviation Investigation Final Report

Location:	DAYTONA BEACH, Florida	Accident Number:	MIA87LA149
Date & Time:	April 28, 1987, 11:21 Local	Registration:	N3167E
Aircraft:	AERONCA 11AC	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

PILOT MADE A HARD LANDING AT WHICH TIME THE LEFT MAIN GEAR COLLAPSED. THE AIRCRAFT THEN GROUND LOOPED AND RAN OFF THE RUNWAY. POST CRASH EXAMINATION OF THE LEFT MAIN GEAR REVEALED IT COLLAPSED WHEN A SUPPORT BRACE RUSTED THROUGH FROM THE INSIDE OF THE TUBE. THE BRACE HAD HAD A PREVIOUS REPAIR AND IS NORMALLY COVERED BY THE AIRCRAFT'S FABRIC.

Probable Cause and Findings

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

Findings

Occurrence #1: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

- 1. (C) FLARE - IMPROPER - PILOT IN COMMAND

Occurrence #2: MAIN GEAR COLLAPSED
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

2. (C) LANDING GEAR,MAIN GEAR ATTACHMENT - CORRODED
3. (C) LANDING GEAR,MAIN GEAR ATTACHMENT - FAILURE,TOTAL

Factual Information

Pilot Information

Certificate:	Private	Age:	46, 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 18, 1986
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	280 hours (Total, all aircraft), 40 hours (Total, this make and model), 30 hours (Last 90 days, all aircraft), 10 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	AERONCA	Registration:	N3167E
Model/Series:	11AC 11AC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	11AC-1507
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	October 24, 1986 Annual	Certified Max Gross Wt.:	1250 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-235
Registered Owner:	GERRARD J. CURRAN	Rated Power:	110 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:	DAB ,35 ft msl	Distance from Accident Site:	
Observation Time:	11:31 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	13 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	26°C / 13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	FERNANDINA BCH , FL (55J)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	VFR
Departure Time:	10:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	DAYTONA BEACH REGIONAL DAB	Runway Surface Type:	Asphalt
Airport Elevation:	35 ft msl	Runway Surface Condition:	Dry
Runway Used:	24R	IFR Approach:	None
Runway Length/Width:	7500 ft / 150 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Kennedy, Jeffrey
Additional Participating Persons:	BEVERLY M MORTON; ORLANDO , FL FRED WILLIAMS; JACKSONVILLE , FL
Original Publish Date:	March 30, 1988
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=31906

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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](#).