



Aviation Investigation Final Report

Location:	GREEN COVE SPGS, Florida	Accident Number:	MIA96LA158
Date & Time:	June 16, 1996, 16:00 Local	Registration:	N9261E
Aircraft:	Aeronca 11-AC	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor
Flight Conducted Under:	Part 91: General aviation		

Analysis

The pilot took off in a quartering tailwind with a passenger, who was interested in purchasing the airplane. After the airplane became airborne, the pilot determined the airplane would not clear a tree line, ahead. He made a 180 degree turn, did not round out, and landed hard on the runway. During the landing, the right main landing gear collapsed.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper planning/decision by failing to ensure that the airplane would be able to clear obstructions at the end of the runway, while taking off with a tailwind component; and his failure (or inability) to flare the airplane after turning back to land on the runway. The tailwind and high obstructions were related factors.

Findings

Occurrence #1: HARD LANDING
Phase of Operation: LANDING

Findings

1. (F) WEATHER CONDITION - TAILWIND
2. (C) PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. (F) TERRAIN CONDITION - HIGH OBSTRUCTION(S)
4. MANEUVER TO AVOID OBSTRUCTIONS - PERFORMED - PILOT IN COMMAND

5. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
6. (C) FLARE - NOT ATTAINED - PILOT IN COMMAND

Factual Information

On June 16, 1996, about 1600 eastern daylight time, an Aeronca 11-AC, N9261E, not registered with the FAA by the private owner, operating as a 14 CFR Part 91 demonstration flight, crashed on takeoff at Haller Airpark, Green Cove Springs, Florida. Visual meteorological conditions prevailed and no flight plan was filed. The airplane sustained substantial damage. The commercial pilot and passenger who was interested in buying the airplane reported no injuries. The flight was originating at the time of the accident.

The pilot stated he took off with a left quartering tailwind. After the airplane became airborne, he determined that he would not clear a tree line to his front. He made a 180-degree turn, did not round out, and landed hard on the runway separating the right main landing gear. The passenger exited the airplane, stated he was not interested in purchasing the airplane, and left without giving his name.

Pilot Information

Certificate:	Private	Age:	48, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	March 3, 1995
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	30 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Aeronca	Registration:	N9261E
Model/Series:	11-AC 11-AC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	896
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	March 8, 1995 Annual	Certified Max Gross Wt.:	1250 lbs
Time Since Last Inspection:	32 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1871 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	C-65-8
Registered Owner:	MARVIN R. GRAVES	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:	GNV ,152 ft msl	Distance from Accident Site:	60 Nautical Miles
Observation Time:	15:46 Local	Direction from Accident Site:	50°
Lowest Cloud Condition:	Scattered / 4000 ft AGL	Visibility	7 miles
Lowest Ceiling:	Broken / 25000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	130°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	27°C / 22°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(FL7A)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	15:58 Local	Type of Airspace:	Class G

Airport Information

Airport:	HALLER AIRPORT	Runway Surface Type:	Grass/turf
Airport Elevation:	75 ft msl	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	2600 ft / 72 ft	VFR Approach/Landing:	Straight-in

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	29.980907,-81.669212(est)

Administrative Information

Investigator In Charge (IIC): Smith, Carrol

Additional Participating Persons:

Original Publish Date: December 20, 1996

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=38031>

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](#).