



Aviation Investigation Final Report

Location:	FT. LEAVENWORTH, Kansas	Accident Number:	CHI00LA099
Date & Time:	March 25, 2000, 17:30 Local	Registration:	N9570E
Aircraft:	Aeronca 11AC	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

N9570E, an Aeronca 11AC, was practicing touch and go landings on runway 15. The airplane touched down and the pilot was transitioning the airplane for takeoff when it was struck from behind by N51933, an EAA Biplane P2, which landed on the same runway. N9570E was not equipped with a radio. N51933 was equipped with a radio and the pilot reported he made position reports in the traffic pattern. Both airplanes were tailwheel equipped. The pilot of N51933 reported that he looked for other airplanes in the traffic pattern and did not see any. The pilot of N51933 reported the accident may have been prevented had he not made a short final approach and if he had entered the traffic pattern on downwind instead of on a base leg.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot of N51933 did not see and maintain clearance from N9570E. A factor associated with the accident was the pilot of N51933's restricted forward visibility during the landing due to the tailwheel configuration. An additional factor was the pilot of N51933 entered the traffic pattern on base leg and flew a short final approach which reduced his ability to look for other traffic.

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

1. TOUCH-AND-GO - PERFORMED - PILOT IN COMMAND
2. COMM/NAV EQUIPMENT, TRANSCEIVER - NOT INSTALLED
3. (F) PLANNED APPROACH - INADEQUATE - PILOT OF OTHER AIRCRAFT
4. (F) VISUAL LOOKOUT - RESTRICTED - PILOT OF OTHER AIRCRAFT
5. (C) IDENTIFICATION OF AIRCRAFT VISUALLY - NOT OBTAINED - PILOT OF OTHER AIRCRAFT
6. (C) CLEARANCE - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT

Factual Information

On March 25, 2000, at 1730 central standard time, an Aeronca 11AC, N9570E, and an EAA Biplane P2, N51933, collided on runway 15 at Sherman AFB, Ft. Leavenworth, Kansas. N9570E was being operated by a commercial pilot, who along with his passenger were not injured. N51933 was operated by a private pilot who was not injured. Both airplanes received substantial damage. Both airplanes were being operated under 14 CFR Part 91 in visual meteorological conditions without flight plans. N9570E had originally departed from Platte City, Missouri, at 1700 cst and was practicing touch and go landings at Sherman AFB. N51933 departed from St. Joseph, Missouri, around 1650 cst and was landing at Sherman AFB.

The pilot of N9570E reported that he was practicing touch and go landings and was on the 4th or 5th landing when the accident occurred. He reported he had touched down and was in the process of transitioning for takeoff when the rear of his airplane was struck by N51933. He reported the airplanes were approximately 1,500 feet from the approach end of the runway when the accident occurred.

The pilot of N51933 reported that he made a radio call on 126.2 when he was about 3 miles north-northeast of the airport. He reported the radio call was answered by another aircraft in the area. This aircraft informed him that runway 15 was the active runway at Sherman AFB, and that there was possibly another airplane making touch and go landings at the airport. The pilot reported he entered a left base for runway 15 at which time he made another radio call reporting his position. According to the pilot of N51933, he looked down the runway and did not see any other airplanes. He reported he turned onto final approach, made another radio call, and looked for traffic again without seeing any. The pilot of N51933 continued to report he set up for the landing, looking out the right side of the open cockpit to maintain runway alignment. He reported the airplane bounced during the landing then settled back to the runway after which time he applied light braking and pulled the throttle to idle. He reported, "Maybe about 50' later I glanced towards [the] left side saw the yellow tail of the Aeronca. I immediately gave 933 Rt. rudder and brake, it was too late, contact was made in seconds, my left lower wing rode over his Rt. horizontal stabilizer and my left wing struck his right wing." He reported that his propeller also contacted the right wing of N9570E. He estimated that his speed was about 35 miles per hour when the contact occurred.

N9570E was not equipped with a radio. Both airplanes were tailwheel equipped. The pilot of N51933 recommended that the accident may have been prevented had he not made a short final approach and if he had entered the traffic pattern on downwind instead of on a base leg.

Pilot Information

Certificate:	Commercial	Age:	58,U
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	November 4, 1998
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	2226 hours (Total, all aircraft), 120 hours (Total, this make and model), 1997 hours (Pilot In Command, all aircraft), 23 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Aeronca	Registration:	N9570E
Model/Series:	11AC 11AC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1208
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	July 10, 1999 Annual	Certified Max Gross Wt.:	1250 lbs
Time Since Last Inspection:	78 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1644 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	A-65
Registered Owner:	EUNICE E. WAMSLEY	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:	MCI ,1026 ft msl	Distance from Accident Site:	11 Nautical Miles
Observation Time:	17:53 Local	Direction from Accident Site:	115°
Lowest Cloud Condition:	Scattered / 25000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	17°C / 2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(FLV)	Type of Flight Plan Filed:	None
Destination:	(FLV)	Type of Clearance:	None
Departure Time:	17:20 Local	Type of Airspace:	Class D

Airport Information

Airport:	SHERMAN AAF FLV	Runway Surface Type:	Asphalt
Airport Elevation:	772 ft msl	Runway Surface Condition:	Dry
Runway Used:	15	IFR Approach:	None
Runway Length/Width:	5905 ft / 100 ft	VFR Approach/Landing:	Touch and go

Wreckage and Impact Information

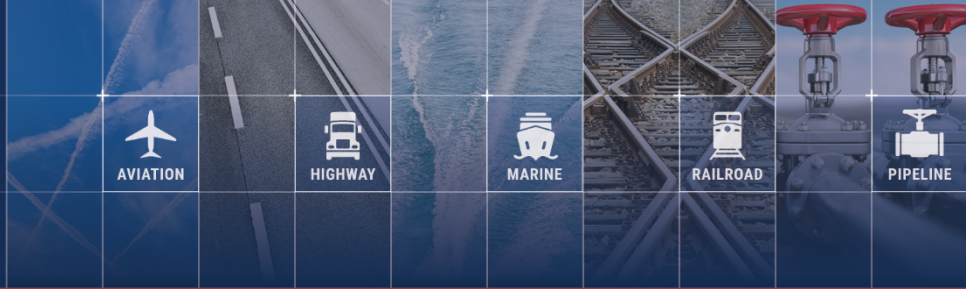
Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	39.360908,-94.910476(est)

Administrative Information

Investigator In Charge (IIC):	SULLIVAN, PAMELA
Additional Participating Persons:	LARRY M WAHL; KANSAS CITY , MO
Original Publish Date:	March 2, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=51052

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](#).



Aviation Investigation Final Report

Location:	FT. LEAVENWORTH, Kansas	Accident Number:	CHI00LA099
Date & Time:	March 25, 2000, 17:30 Local	Registration:	N51933
Aircraft:	NEW P2	EAA BIPLANE	Aircraft Damage: Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

N9570E, an Aeronca 11AC, was practicing touch and go landings on runway 15. The airplane touched down and the pilot was transitioning the airplane for takeoff when it was struck from behind by N51933, an EAA Biplane P2, which landed on the same runway. N9570E was not equipped with a radio. N51933 was equipped with a radio and the pilot reported he made position reports in the traffic pattern. Both airplanes were tailwheel equipped. The pilot of N51933 reported that he looked for other airplanes in the traffic pattern and did not see any. The pilot of N51933 reported the accident may have been prevented had he not made a short final approach and if he had entered the traffic pattern on downwind instead of on a base leg.

Probable Cause and Findings

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Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. TOUCH-AND-GO - PERFORMED - PILOT OF OTHER AIRCRAFT
2. (F) PLANNED APPROACH - INADEQUATE - PILOT IN COMMAND
3. (F) VISUAL LOOKOUT - RESTRICTED - PILOT IN COMMAND
4. (C) IDENTIFICATION OF AIRCRAFT VISUALLY - NOT OBTAINED - PILOT IN COMMAND
5. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

See Narrative for CHI00LA099A.

Pilot Information

Certificate:	Private	Age:	73, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
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 Invalid Medical for flight	Last FAA Medical Exam:	March 16, 2000
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	983 hours (Total, all aircraft), 148 hours (Total, this make and model), 983 hours (Pilot In Command, all aircraft), 7 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	NEW	Registration:	N51933
Model/Series:	EAA BIPLANE P2 EAA BIPLAN	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	31852
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	November 5, 1999 Annual	Certified Max Gross Wt.:	1405 lbs
Time Since Last Inspection:	12 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	371 Hrs	Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	O-290-G
Registered Owner:	MARKUS W. WALLNER	Rated Power:	135 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
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Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	17°C / 2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ST. JOSEPH , MO (STJ)	Type of Flight Plan Filed:	None
Destination:	(FLV)	Type of Clearance:	None
Departure Time:	16:50 Local	Type of Airspace:	Class D

Airport Information

Airport:	SHERMAN AAF FLV	Runway Surface Type:	Asphalt
Airport Elevation:	772 ft msl	Runway Surface Condition:	Dry
Runway Used:	15	IFR Approach:	None
Runway Length/Width:	5905 ft / 100 ft	VFR Approach/Landing:	Touch and go

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:	39.360908,-94.910476(est)

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Investigator In Charge (IIC):	SULLIVAN, PAMELA
Additional Participating Persons:	LARRY M WAHL; KANSAS CITY , MO
Original Publish Date:	March 2, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=51052

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