



Aviation Investigation Final Report

Location:	Roe, Arkansas	Accident Number:	FTW01LA097
Date & Time:	April 8, 2001, 18:00 Local	Registration:	N2129E
Aircraft:	Aeronca 7AC	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot was flying from the front seat and his two passengers were seated in the rear seat of the two place, tandem type airplane. He had recently completed an agricultural flying course and was demonstrating "Ag runs." While overflying a field with a tailwind of approximately 15 knots, approximately 10 feet agl, he had noted that the airplane's "speed" had increased. He reduced the throttle to decrease the airplane's speed and initiated a turn. Subsequently, the airplane stalled and impacted the ground. Additionally, one of the passengers reported that a strong tailwind existed.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the inadvertent stall by the pilot while maneuvering at low altitude. A contributory factor was the tailwind.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING

Findings

1. LOW PASS - PERFORMED - PILOT IN COMMAND
2. (C) STALL - INADVERTENT - PILOT IN COMMAND
3. (F) WEATHER CONDITION - TAILWIND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

4. TERRAIN CONDITION - OPEN FIELD

Factual Information

On April 8, 2001, at 1800 central daylight time, an Aeronca 7AC airplane, N2129E, was substantially damaged when it impacted terrain following a loss of control while maneuvering near Roe, Arkansas. The airplane was registered to and operated by the pilot. The commercial pilot and his two passengers sustained minor injuries. Visual meteorological conditions prevailed and no flight plan was filed for the 14 Code of Federal Regulations Part 91 personal flight. The flight originated from the Clarendon Municipal Airport, Clarendon, Arkansas, at 1800.

According to the pilot's training records, on March 20, 2001, he successfully completed the "Ag-Course" at Ag Flight, Inc., of Bainbridge, Georgia.

According to the pilot, he was flying from the front seat and his two passengers were seated in the rear seat of the two seat tandem style airplane. He was demonstrating "Ag runs" and had a tailwind of approximately 15 knots. He reported that the airplane was approximately 10 feet agl, above a field, when he noted that the airplane's "speed" had increased. He reduced the throttle to decrease the airplane's speed and initiated a turn. He attempted to climb; however, the airplane wouldn't "pull up." Subsequently, the nose dropped, and the airplane impacted the field. Additionally, one of the passengers reported that a strong tailwind existed.

The pilot reported that the airframe was twisted, and the wings were structurally damaged.

In the Pilot/Operator Aircraft Accident Report (NTSB Form 6120.1/2), in the section "Recommendation (How could this accident have been prevented)", the pilot reported: "This accident could have been prevented by taking more precautions for wind."

Pilot Information

Certificate:	Commercial	Age:	20,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 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	August 18, 2000
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	343 hours (Total, all aircraft), 68 hours (Total, this make and model), 280 hours (Pilot In Command, all aircraft), 88 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Aeronca	Registration:	N2129E
Model/Series:	7AC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	7AC-5700
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	1220 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:	Not installed	Engine Model/Series:	A&C65
Registered Owner:	Jonas D. Henry	Rated Power:	65 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	10 miles
Lowest Ceiling:	Overcast / 8000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Clarendon, AR (4M8)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	2 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 Minor	Latitude, Longitude:	34.630607,-91.379844(est)

Administrative Information

Investigator In Charge (IIC):	Ragogna, Jason
Additional Participating Persons:	Raymond G D'Angelo; Federal Aviation Administration; Baton Rouge, LA
Original Publish Date:	October 9, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=52057

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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](#).