



Aviation Investigation Final Report

Location:	Greenville, South Carolina	Accident Number:	MIA01LA135
Date & Time:	April 28, 2001, 14:45 Local	Registration:	N86217
Aircraft:	Aeronca 11AC	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Ferry		

Analysis

The annual inspection was overdue; the pilot had a ferry permit to fly the airplane to the place where the annual inspection was to be performed. With the assistance of a safety pilot on board the airplane which was tied down, he was unable to start the engine. He left the airport and obtained "starter fluid" but when he returned there was no person around to act as a safety pilot. He rechecked the rope used to tied down the airplane and found it secure. He was able to start the engine with the aid of the starter fluid and when near the pilot's side door, the rope broke. He grabbed the lift strut but was unable to stop the airplane which was going in circles; there was no assistance from individuals on the ground. He released the lift strut then some time later he grabbed the lift strut again and forced the airplane into trees.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The failure of the pilot to obtain the assistance of a person to act as a safety pilot while hand propping the engine with the airplane tied down. A factor in the accident was the failure of the tie down rope.

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: STANDING - ENGINE(S) OPERATING

Findings

1. (C) PROPER ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND
2. (F) MISC EQPT/FURNISHINGS,AIRCRAFT TIE-DOWN(S) - FAILURE,TOTAL
3. OBJECT - TREE(S)

Factual Information

On April 28, 2001, about 1445 eastern daylight time, an Aeronca 11AC, N86217, registered to a private individual, collided with trees after the engine started while hand propping the engine at the Greenville Downtown Airport, Greenville, South Carolina. Visual meteorological conditions prevailed at the time and no flight plan was filed for the intended 14 CFR Part 91 ferry flight. The unoccupied airplane was substantially damaged and the private-rated pilot, sustained minor injuries. The flight was originating at the time of the accident.

The annual inspection was overdue; the pilot had a ferry permit to fly the airplane to the place where the annual inspection was to be performed. With the assistance of a safety pilot on board the airplane which was tied down, he was unable to start the engine. He left the airport and obtained "starter fluid" but when he returned there was no person around to act as a safety pilot. He rechecked the rope used to tied down the airplane and found it secure. He was able to start the engine with the aid of the starter fluid and when near the pilot's side door, the rope broke. He grabbed the lift strut but was unable to stop the airplane which was going in circles; there was no assistance from individuals on the ground. He released the lift strut, then some time later he grabbed the lift strut again and forced the airplane into trees.

Pilot Information

Certificate:	Private	Age:	54, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	
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 5, 1999
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	June 23, 2000
Flight Time:	1282 hours (Total, all aircraft), 3 hours (Total, this make and model), 1189 hours (Pilot In Command, all aircraft), 28 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Aeronca	Registration:	N86217
Model/Series:	11AC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	11AC-21
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	March 20, 2000 Annual	Certified Max Gross Wt.:	1250 lbs
Time Since Last Inspection:	10 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1267 Hrs	Engine Manufacturer:	Continental
ELT:		Engine Model/Series:	A65-8F
Registered Owner:	Joseph T. Hinson, Jr.	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:	KG MU, 1048 ft msl	Distance from Accident Site:	
Observation Time:	14:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Few / 9000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.17 inches Hg	Temperature/Dew Point:	29°C / 12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Greenville, SC (KG MU)	Type of Flight Plan Filed:	None
Destination:	Lancaster, SC (KLKR)	Type of Clearance:	None
Departure Time:	14:45 Local	Type of Airspace:	Class D

Airport Information

Airport:	Greenville Downtown KGMU	Runway Surface Type:	
Airport Elevation:	1048 ft msl	Runway Surface Condition:	Unknown
Runway Used:		IFR Approach:	Unknown
Runway Length/Width:		VFR Approach/Landing:	Unknown

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	34.848056,-82.349998

Administrative Information

Investigator In Charge (IIC):	Monville, Timothy
Additional Participating Persons:	Robert C Jenkins; FAA; W. Columbia, SC
Original Publish Date:	September 27, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=52166

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](#).