



Aviation Investigation Final Report

Location:	Glendale, Arizona	Accident Number:	LAX07CA161
Date & Time:	May 12, 2007, 06:45 Local	Registration:	N85835
Aircraft:	Aeronca 11AC	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The airplane ground looped while on the landing roll during an instructional flight. The private pilot said that he was receiving instruction from the certificated flight instructor (CFI) because he had very little experience with conventional landing gear equipped airplanes like the accident aircraft. While on the downwind leg of the traffic pattern, the pilot saw another aircraft on a straight in approach. In order to give the other airplane enough clearance, he began a series of "S" turns, which resulted in an unstabilized approach. He noted that on short final the airplane was too high and at an airspeed twice as fast as normal. The airplane touched down and began a slow right turn. The airplane continued the turn and veered off the runway surface, colliding with a runway direction sign and taxiway light. The private pilot reported no preimpact mechanical malfunctions or failures with the airframe or engine.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The private pilot's unstabilized approach and failure to maintain directional control during the landing roll, which resulted in a ground loop. Also causal was the instructor's inadequate supervision and failure to take remedial action.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) UNSTABILIZED APPROACH - PERFORMED - DUAL STUDENT
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
3. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
4. (C) REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND(CFI)
5. (C) GROUND LOOP/SWERVE - ENCOUNTERED - DUAL STUDENT

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

6. OBJECT - AIRPORT SIGN/MARKER
7. OBJECT - TAXIWAY LIGHT

Factual Information

The airplane ground looped while on the landing roll. In a written statement, the private pilot reported that he was receiving instruction from the certificated flight instructor (CFI). He had accumulated 9.6 hours in the same make and model as the accident airplane, which was equipped with conventional landing gear. The private pilot stated that he departed and adjoined the downwind leg of the traffic pattern for the active runway. He extended the downwind leg in an effort to give adequate spacing between the accident airplane and an airplane that was landing. He noted that as he came in closer proximity to the runway, the other airplane had not cleared the runway.

The private pilot further stated that in effort to give the other airplane adequate clearance, he maneuvered the accident airplane in a series of "S" turns followed with a 360-degree turn. After completing the turn, he reestablished the airplane on short final. He noted that the airplane was too high and at an airspeed twice as fast as normal. The airplane touched down, veering from left to right. It began a slow right turn and the pilot attempted to arrest the turn by applying left rudder input. The airplane continued the turn and veered off the runway surface colliding with a runway direction sign and taxiway light. The airplane came to rest 180 degrees from the runway heading.

The private pilot reported no preimpact mechanical malfunctions or failures with the airframe or engine. The airplane incurred damage to numerous ribs during the accident sequence.

Student pilot Information

Certificate:	Private	Age:	28, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 1	Last FAA Medical Exam:	May 1, 2005
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	346 hours (Total, all aircraft), 10 hours (Total, this make and model), 10 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft)		

Flight instructor Information

Certificate:	Commercial; Flight instructor	Age:	22, 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:	
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2	Last FAA Medical Exam:	July 1, 2004
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Aeronca	Registration:	N85835
Model/Series:	11AC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	11AC242
Landing Gear Type:	Tailwheel	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:		Engine Model/Series:	A65-8ATC
Registered Owner:	On file	Rated Power:	
Operator:	On file	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:	Clear	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/ None	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Glendale, AZ (GEU)	Type of Flight Plan Filed:	None
Destination:	Glendale, AZ (GEU)	Type of Clearance:	None
Departure Time:		Type of Airspace:	

Airport Information

Airport:	Glendale Municipal Airport GEU	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	19	IFR Approach:	None
Runway Length/Width:	7150 ft / 100 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	2 None	Latitude, Longitude:	33.526668,-112.294998

Administrative Information

Investigator In Charge (IIC):	Keliher, Zoe
Additional Participating Persons:	John Sill; Federal Aviation Administration; Scottsdale, AZ
Original Publish Date:	July 25, 2007
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=65775

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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](#).