



Aviation Investigation Final Report

Location:	Kotzebue, Alaska	Accident Number:	ANC09CA093
Date & Time:	September 6, 2009, 18:00 Local	Registration:	N1187H
Aircraft:	Aeronca 15AC	Aircraft Damage:	Substantial
Defining Event:	Collision with terr/obj (non-CFIT)	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The airline transport pilot was on a Title 14, CFR Part 91, personal flight which included taking off and landing at an off-airport site. In a written statement to the NTSB, the pilot reported that when the airplane touched down at the off-airport site, it bounced about 8 feet, and touched down again. He said with maximum braking he did not think he could stop the airplane in the landing area, and he added power to abort the landing. He reported that as the airplane became airborne, he encountered a downdraft, and the airplane collided with terrain. He said he should have aborted the landing sooner. He noted there were no known mechanical problems with the airplane prior to the accident. The airplane received substantial damage to the fuselage and both wings.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's delay in aborting the off-airport landing resulting in a hard landing.

Findings

Aircraft	(general) - Not attained/maintained
Personnel issues	Delayed action - Pilot
Environmental issues	(general) - Contributed to outcome
Environmental issues	Downdraft - Effect on operation

Factual Information

History of Flight

Landing-flare/touchdown	Hard landing
Takeoff	Attempted remediation/recovery
Takeoff	Loss of control in flight
Takeoff	Collision with terr/obj (non-CFIT) (Defining event)

Pilot Information

Certificate:	Airline transport; Commercial; Flight engineer; Military	Age:	64, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; 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 3 With waivers/limitations	Last FAA Medical Exam:	July 7, 2008
Occupational Pilot:	No	Last Flight Review or Equivalent:	July 24, 2008
Flight Time:	13000 hours (Total, all aircraft), 1000 hours (Total, this make and model), 6500 hours (Pilot In Command, all aircraft), 35 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Aeronca	Registration:	N1187H
Model/Series:	15AC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	15AC-200
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	July 10, 2009 Annual	Certified Max Gross Wt.:	2050 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	5709 Hrs at time of accident	Engine Manufacturer:	CONT MOTOR
ELT:	C126 installed, not activated	Engine Model/Series:	C145 SERIES
Registered Owner:	DIXON CHARLES W	Rated Power:	145 Horsepower
Operator:	DIXON CHARLES W	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:	12 knots / 17 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	3°C / -1°C
Precipitation and Obscuration:			
Departure Point:	Kotzebue, AK	Type of Flight Plan Filed:	None
Destination:	Kotzebue, AK	Type of Clearance:	None
Departure Time:	14:45 Local	Type of Airspace:	

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:	68.407501,-161.354446

Administrative Information

Investigator In Charge (IIC):	Lewis, Lawrence
Additional Participating Persons:	Steve Ketzner; FAA FSDO-01; Fairbanks, AK
Original Publish Date:	December 29, 2009
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=74659

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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](#).