



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	MANILA, UT	<b>Accident Number:</b>	SEA94LA046
<b>Date &amp; Time:</b>	01/02/1994, 1500 MST	<b>Registration:</b>	N4244A
<b>Aircraft:</b>	AERONCA 7BCM	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

THE PILOT WAS ATTEMPTING A TAKEOFF FROM AN 800 FOOT LONG OPEN FIELD WHEN HE ENCOUNTERED A GUSTING QUARTERING TAILWIND. THE AIRCRAFT LOST AIRSPEED, AND ITS RATE OF CLIMB DECREASED JUST AFTER LIFT OFF. THIS RESULTED IN THE AIRCRAFT IMPACTING A TREE THAT WAS JUST OFF THE DEPARTURE END OF THE FIELD.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO MAINTAIN CLEARANCE. FACTORS INCLUDE A TAILWIND, GUSTS, AND A TREE JUST OFF THE DEPARTURE END OF THE FIELD USED FOR TAKEOFF.

## Findings

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Occurrence #1: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: TAKEOFF

### Findings

1. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
2. (F) WEATHER CONDITION - TAILWIND
3. (F) WEATHER CONDITION - GUSTS
4. (F) OBJECT - TREE(S)

## Factual Information

On January 2, 1994, at 1500 mountain standard time (MST), an Aeronca 7BCM, N4244A, collided with a tree just after lift-off from a field near Manila, Utah. The private pilot, who was the sole occupant of the aircraft, received minor injuries, and the aircraft sustained substantial damage. The personal pleasure flight, which was departing for Rock Springs, Wyoming, was being operated in visual meteorological conditions at the time of the accident. The pilot had not filed a flight plan, and the ELT, which was activated by the impact, was turned off at the scene.

According to the pilot, who was taking off from an 800 foot long open field, he was caught by a gust of quartering tailwind just after lift-off. The aircraft then experienced a decrease in airspeed and a significant decrease in rate of climb. This was followed by the aircraft impacting a tree situated just beyond the departure end of the field.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	32, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	10/19/1993
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	876 hours (Total, all aircraft), 625 hours (Total, this make and model), 824 hours (Pilot In Command, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	AERONCA	Registration:	N4244A
Model/Series:	7BCM 7BCM	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	7BCM-48
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	1250 lbs
Time Since Last Inspection:	113 Hours	Engines:	1 Reciprocating
Airframe Total Time:	724 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	C-90-12
Registered Owner:	NUNN, MARVIN T.	Rated Power:	90 hp
Operator:	NUNN, MARVIN T.	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	20 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots / 10 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-4° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:	ROCK SPRINGS, WY (RKS)	Type of Clearance:	None
Departure Time:	1500 MST	Type of Airspace:	Class G

## Wreckage and Impact Information

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

## Administrative Information

**Investigator In Charge (IIC):** ORRIN K ANDERSON, **Report Date:** 12/02/1994

**Additional Participating Persons:** TIM MASON; SALT LAKE, UT,

**Publish Date:**

**Investigation Docket:** NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at [pubinq@ntsb.gov](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).