



National Transportation Safety Board Aviation Accident Final Report

Location:	BIG BEAR CITY, CA	Accident Number:	LAX95LA093
Date & Time:	02/02/1995, 0918 PST	Registration:	N83981
Aircraft:	AERONCA 7AC	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE PILOT WAS ON HIS FIRST SOLO FLIGHT IN A CONVENTIONAL GEAR AIRPLANE, PRACTICING TAKEOFFS AND LANDINGS ON A SNOW COVERED RUNWAY. HE STATED THAT AFTER TWO LANDINGS IN CALM AIR, THE WEATHER UNEXPECTEDLY CHANGED, AND HE ENCOUNTERED GUSTY WIND CONDITIONS. ON THE THIRD LANDING, THE AIRPLANE BOUNCED AND EXITED THE RUNWAY. A GROUND WITNESS SAID THAT THE PILOT APPLIED POWER AND INITIATED A GO-AROUND; HOWEVER, MOMENTARILY AFTER LIFT-OFF, THE RIGHT WING DROPPED AND STRUCK THE GROUND. THE AIRPLANE THEN SPUN AROUND AND CAME TO REST WITH SUBSTANTIAL DAMAGE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S IMPROPER RECOVERY FROM A BOUNCED LANDING, AND HIS FAILURE TO ATTAIN ADEQUATE AIRSPEED IN UNFAVORABLE WIND CONDITIONS FOR AN ATTEMPTED GO-AROUND (ABORTED LANDING), WHICH RESULTED IN A STALL/MUSH AND A DRAGGED WINGTIP. FACTORS RELATED TO THE ACCIDENT WERE: THE PILOT'S LACK OF EXPERIENCE IN CONVENTIONAL GEAR (TAILWHEEL) AIRCRAFT, UNFAVORABLE WIND CONDITIONS, AND FAILURE OF THE PILOT TO MAINTAIN RUNWAY ALIGNMENT DURING THE BOUNCED LANDING.

Findings

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

Findings

1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOW COVERED
2. (F) WEATHER CONDITION - UNFAVORABLE WIND
3. (C) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
4. (F) PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
5. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
6. (C) AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
7. (C) STALL/MUSH - INADVERTENT - PILOT IN COMMAND
8. (F) LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID
Phase of Operation: TAKEOFF - ABORTED

Factual Information

On February 2, 1995, at 0918 hours Pacific standard time, an Aeronca 7AC, N83981, crashed shortly after taking off on runway 26 at Big Bear City Airport, Big Bear City, California. The pilot was conducting a visual flight rules personal flight and was practicing takeoffs and landings. The airplane, registered to and operated by the student pilot, sustained substantial damage. The certificated private pilot, the sole occupant, sustained minor injuries. Visual meteorological conditions prevailed. The flight departed Big Bear City Airport at an undetermined time.

The pilot told a San Bernardino County Sheriff deputy that the airplane bounced during the landing. He said that he was unable to arrest the bounced landing and the airplane exited the runway.

A ground witness told the deputy that the airplane landed normally on the snow-covered runway, but during the landing roll, the airplane "got squirrely" and the airplane veered off the north side of the runway. The pilot applied power and initiated a takeoff. The airplane momentarily became airborne, but its right wing dropped and struck the ground. The airplane spun to the right and came to rest on the ground.

A Federal Aviation Administration (FAA) operations inspector from the Riverside (California) Flight Standards District Office said the pilot was conducting his first solo flight in conventional gear airplanes. The accident occurred on the third landing.

The pilot said in the aircraft accident report that on the third landing the winds unexpectedly changed and he was unable to avoid stalling the airplane at 30 feet above the ground. The airplane landed hard on the median area north of the runway and south of the taxiway.

Pilot Information

Certificate:	Private	Age:	65, 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 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	11/30/1993
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	913 hours (Total, all aircraft), 5 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	AERONCA	Registration:	N83981
Model/Series:	7AC 7AC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	7AC-2667
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1220 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:		Engine Model/Series:	C-85
Registered Owner:	FRANCIS E. LINHART	Rated Power:	85 hp
Operator:	FRANCIS E. LINHART	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	L35, 6748 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0800 PST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	8° C / 1° C
Precipitation and Obscuration:			
Departure Point:	(L-35)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

Airport Information

Airport:	BIG BEAR CITY (L35)	Runway Surface Type:	Asphalt
Airport Elevation:	6748 ft	Runway Surface Condition:	Snow--wet
Runway Used:	26	IFR Approach:	None
Runway Length/Width:	5850 ft / 75 ft	VFR Approach/Landing:	Touch and Go; Traffic Pattern

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):	A. D LLORENTE	Report Date:	08/21/1995
Additional Participating Persons:	CARL CHRISTOFER; RIVERSIDE, CA		
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 , or at 800-877-6799. Dockets released after this date are available at http://dms.ntsbt.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](#).