



National Transportation Safety Board Aviation Accident Final Report

Location:	LAKWOOD, NJ	Accident Number:	BF095LA040
Date & Time:	04/01/1995, 1315 EST	Registration:	N85713
Aircraft:	AERONCA 7AC	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

DURING THE LANDING ROLL THERE WAS A SUDDEN WINDSHIFT OF ABOUT 180 DEGREES. THE PILOT STATED HE COMPENSATED FOR THE WINDS USING FULL RUDDER, BRAKE, AND AILERON INPUT. THE PILOT SAID THAT DESPITE HIS CONTROL INPUT THE AIRPLANE CONTINUED OFF THE RUNWAY INTO SAND AND NOSED DOWN.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate compensation for wind conditions and his inadequate evaluation of the weather conditions which resulted in an overrun. A factor is the sudden windshift.

Findings

Occurrence #1: OVERRUN
Phase of Operation: LANDING - ROLL

Findings

1. (F) WEATHER CONDITION - SUDDEN WINDSHIFT
 2. (C) WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
 3. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
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Occurrence #2: NOSE DOWN
Phase of Operation: LANDING - ROLL

Findings

4. TERRAIN CONDITION - SOFT

Factual Information

On April 1, 1995, at 1315 eastern standard time, an Aeronca Champ 7AC, N85713, was substantially damaged during landing roll on runway 06 at the Lakewood Airport, Lakewood, New Jersey. The pilot was not injured. Visual meteorological conditions prevailed. The local flight was conducted under 14 CFR Part 91.

The pilot reported that the purpose of the flight was to practice takeoffs and landings at the Lakewood Airport. He stated that after touchdown during the landing roll the wind shifted 180 degrees and the airplane "...veered violently to the left causing me to hit right rudder and brake and put stick to left as far as possible." The pilot stated the airplane continued off the runway into soft sand and nosed down. He stated the airplane's right wing and propeller were damaged.

The pilot also noted that minutes after the accident the airport closed and then reopened with the active runway changed from runway 06 to 24.

No airframe or engine anomalies were reported.

Pilot Information

Certificate:	Private	Age:	61, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	05/14/1993
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	864 hours (Total, all aircraft), 9 hours (Total, this make and model), 739 hours (Pilot In Command, all aircraft), 2 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	AERONCA	Registration:	N85713
Model/Series:	7AC 7AC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	7AC-4460
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	03/04/1995, Annual	Certified Max Gross Wt.:	1300 lbs
Time Since Last Inspection:	5 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2987 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	C85-12F
Registered Owner:	CHANDLER, ELLSWORTH GEORGE	Rated Power:	85 hp
Operator:	CHANDLER, ELLSWORTH GEORGE	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:	1315 EST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	10° C
Precipitation and Obscuration:			
Departure Point:	(N12)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class E

Airport Information

Airport:	LAKEWOOD (N12)	Runway Surface Type:	Asphalt
Airport Elevation:	32 ft	Runway Surface Condition:	Dry
Runway Used:	6	IFR Approach:	
Runway Length/Width:	3457 ft / 50 ft	VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	MARGARET B NAPOLITAN	Report Date:	08/31/1995
Additional Participating Persons:	LESTER M JIGGENS; PHILADELPHIA, PA		
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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