



National Transportation Safety Board Aviation Accident Final Report

Location:	GOOSE BAY, AK	Accident Number:	ANC94LA015
Date & Time:	11/02/1993, 1000 AST	Registration:	N2532E
Aircraft:	Aeronca 7DC	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PILOT WAS PERFORMING HIS FIRST WHEEL LANDING IN THE AIRPLANE. DURING THE LANDING, THE AIRPLANE BOUNCED TWICE AND TURNED ABOUT 40 DEGREES TO THE LEFT OF THE RUNWAY CENTERLINE. DURING THE GO-AROUND ATTEMPT PERFORMED BY THE PILOT, THE PLANE COLLIDED WITH TREES.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT-IN-COMMAND DID NOT MAINTAIN DIRECTIONAL CONTROL OF THE AIRPLANE. A FACTOR IN THE ACCIDENT WERE THE TREES ADJACENT TO THE SIDE OF THE RUNWAY.

Findings

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

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: LANDING - ABORTED

Findings

2. (F) OBJECT - TREE(S)

Factual Information

On November 2, 1993, at 1000 Alaska standard time, a wheel equipped Aeronca Champ 7DC airplane, N2532E, owned and operated by the pilot-in-command, crashed during a go-around attempt on runway 07 at Goose Bay, Alaska. The private certificated pilot and his passenger, the sole occupants, were not injured and the airplane sustained substantial damage. The personal pleasure flight, operating under 14 CFR Part 91, last departed the Lake Hood gravel strip at approximately 0915 and the destination was Goose Bay. Visual meteorological conditions existed and a visual flight rules flight plan was not in effect.

The pilot-in-command told the NTSB investigator-in-charge during a telephone interview, that he was performing his first wheel landing in the airplane. Upon making contact with the runway, the airplane porpoised once and bounced into the air to a height of about 4 feet. The airplane settled back onto the runway, bounced again, and turned about 40 degrees toward the left edge of the runway. He applied power and attempted a go-around but collided with trees during the process.

Pilot Information

Certificate:	Private	Age:	38, 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--no waivers/lim.	Last FAA Medical Exam:	01/05/1993
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	108 hours (Total, all aircraft), 21 hours (Total, this make and model), 56 hours (Pilot In Command, all aircraft), 16 hours (Last 90 days, all aircraft), 16 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Aeronca	Registration:	N2532E
Model/Series:	7DC 7DC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	5569068
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	10/05/1993, Annual	Certified Max Gross Wt.:	1300 lbs
Time Since Last Inspection:	2 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3885 Hours	Engine Manufacturer:	CONTINENTAL
ELT:		Engine Model/Series:	C-85-12
Registered Owner:	DALE LETOURNEAU	Rated Power:	85 hp
Operator:	MARKS, DENNIS K.	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	60 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots / 5 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	315°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	4° C
Precipitation and Obscuration:			
Departure Point:	LAKE HOOD, AK (Z41)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0915 AST	Type of Airspace:	Class G

Airport Information

Airport:	GOOSE BAY (Z40)	Runway Surface Type:	Gravel
Airport Elevation:	78 ft	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	3000 ft / 50 ft	VFR Approach/Landing:	Go Around

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	TIMOTHY A BORSON	Report Date:	07/25/1994
Additional Participating Persons:	PAUL K WILLIS; ANCHORAGE, AK		
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.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](#).