



National Transportation Safety Board Aviation Accident Final Report

Location:	EDNA, TX	Accident Number:	FTW85LA243
Date & Time:	06/01/1985, 1500 CDT	Registration:	N3708E
Aircraft:	AERONCA 7AC	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PILOT LOST DIRECTIONAL CONTROL DURING A CROSSWIND TAKEOFF FROM A RANCH ROAD. THE ACFT VEERED OFF THE RIGHT (NORTH) SIDE OF THE ROAD WHERE IT CONTACTED A DITCH IN A RICE FIELD.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (F) WEATHER CONDITION - CROSSWIND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: TAKEOFF - ROLL/RUN

Findings

3. (F) TERRAIN CONDITION - DIRT BANK/RISING EMBANKMENT

Factual Information

Pilot Information

Certificate:	Private	Age:	46, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
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:	01/27/1984
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	401 hours (Total, all aircraft), 48 hours (Total, this make and model), 341 hours (Pilot In Command, all aircraft), 19 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	AERONCA	Registration:	N3708E
Model/Series:	7AC 7AC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	7AC-7009
Landing Gear Type:	Tailwheel	Seats:	3
Date/Type of Last Inspection:	04/19/1985, 100 Hour	Certified Max Gross Wt.:	1220 lbs
Time Since Last Inspection:	12 Hours	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-235-L2C
Registered Owner:	JOE DAVID SANDERS	Rated Power:	112 hp
Operator:	JOE DAVID SANDERS	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	PSX, 15 ft msl	Distance from Accident Site:	30 Nautical Miles
Observation Time:	1856 CDT	Direction from Accident Site:	315°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	30° C / 23° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:	EDNA, TX	Type of Clearance:	None
Departure Time:	1030 CDT	Type of Airspace:	Class G

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	J. O JOHNSON	Report Date:	
Additional Participating Persons:	WILLIE L METREJON; HOUSTON, TX		
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).