



National Transportation Safety Board Aviation Accident Final Report

Location:	Erhard, MN	Accident Number:	CHI02LA024
Date & Time:	10/01/2001, 1800 CDT	Registration:	N1746E
Aircraft:	Aeronca 7AC	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot said he was in a left turning descent from approximately 1,000 feet agl to approximately 700 feet agl when the airplane's left wing dropped. The pilot said, "I applied right stick, and simultaneously the airplane entered a spin. I pushed the stick immediately forward and applied right rudder - waiting for the aircraft to recover. The aircraft recovered approximately 35 feet from the ground, below a tree line that was quickly approaching. There was an area of open (unobstructed) ground to my left and I elected to land there. During the landing one of the landing gear collapsed and I slid to a stop short of the trees." The pilot said a fire occurred in the engine nacelle area. "My extinguisher was not adequate to extinguish the fire and eventually the entire fabric A/C (aircraft) was consumed." The pilot provided the following safety recommendation: "Maintain adequate airspeed at all times when airborne."

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot not maintaining adequate airspeed while maneuvering in the turn. Factors relating to this accident were the low airspeed, the inadvertent stall, and the low altitude.

Findings

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

Findings

1. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (F) AIRSPEED - LOW - PILOT IN COMMAND
3. (F) STALL/SPIN - INADVERTENT - PILOT IN COMMAND
4. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

5. (F) ALTITUDE - LOW

Factual Information

On October 1, 2001, at 1800 central daylight time, an Aeronca 7AC, N1746E, piloted by a private pilot was destroyed when it impacted terrain 6 miles east of Erhard, Minnesota. A post crash fire ensued. Visual meteorological conditions prevailed at the time of the accident. The personal flight was being operated under the provisions of 14 CFR Part 91 without a flight plan. The pilot and passenger on board reported no injuries. The local flight originated near Pelican Rapids, Minnesota, at 1730.

In his written statement, the pilot said he was in a left turning descent from approximately 1,000 feet agl to approximately 700 feet agl when the airplane's left wing dropped. The pilot said, "I applied right stick, and simultaneously the airplane entered a spin. I pushed the stick immediately forward and applied right rudder - waiting for the aircraft to recover. The aircraft recovered approximately 35 feet from the ground, below a tree line that was quickly approaching. There was an area of open (unobstructed) ground to my left and I elected to land there. During the landing one of the landing gear collapsed and I slid to a stop short of the trees." The pilot said a fire occurred in the engine nacelle area. "My extinguisher was not adequate to extinguish the fire and eventually the entire fabric A/C (aircraft) was consumed."

Also in his written statement, the pilot provided the following safety recommendation:
"Maintain adequate airspeed at all times when airborne."

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:	09/27/1998
Occupational Pilot:		Last Flight Review or Equivalent:	05/09/2000
Flight Time:	354 hours (Total, all aircraft), 296 hours (Total, this make and model), 319 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Aeronca	Registration:	N1746E
Model/Series:	7AC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	7AC-5313
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	08/27/2001, 100 Hour	Certified Max Gross Wt.:	1450 lbs
Time Since Last Inspection:	12 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2765 Hours at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	C-90-12F
Registered Owner:	Patrick L. Martin	Rated Power:	90 hp
Operator:	Patrick L. Martin	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	PKD, 1450 ft msl	Distance from Accident Site:	49 Nautical Miles
Observation Time:	1753 CDT	Direction from Accident Site:	54°
Lowest Cloud Condition:	Clear	Visibility	6 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.94 inches Hg	Temperature/Dew Point:	17° C / 7° C
Precipitation and Obscuration:			
Departure Point:	Pelican Rapids, MN (47Y)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1730 CDT	Type of Airspace:	Class E

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): David C Bowling **Report Date:** 07/02/2002

Additional Participating Persons: Dennis Crawford; Federal Aviation Administration; Minneapolis, MN

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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