



National Transportation Safety Board Aviation Accident Final Report

Location:	Fort Worth, TX	Accident Number:	DFW08CA022
Date & Time:	11/02/2007, 1828 CDT	Registration:	N81800
Aircraft:	Aeronca 7AC	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The private pilot was performing a full-stop landing on runway 17, a 60-foot wide turf runway. On landing roll-out, the tower controller observed the tailwheel-equipped airplane departed the left side of the runway, nosed over, and came to rest in the inverted position. The winds at the time of the accident were from 050 degrees at 4 knots.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain direction control. A contributing factor was the tailwind.

Findings

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

Findings

1. (F) WEATHER CONDITION - TAILWIND
 2. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING

Findings

3. TERRAIN CONDITION - GRASS

Factual Information

Pilot Information

Certificate:	Private	Age:	46, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Unknown
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 Without Waivers/Limitations	Last Medical Exam:	11/01/2006
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	9999 hours (Total, all aircraft), 9999 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	Aeronca	Registration:	N81800
Model/Series:	7AC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	7AC423
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:		Certified Max Gross Wt.:	1220 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Teledyne Continental
ELT:	Not installed	Engine Model/Series:	O-200
Registered Owner:	Robert Schulko	Rated Power:	
Operator:	Robert Schulko	Air Carrier Operating Certificate:	None
Operator Does Business As:	FlyWithRobert LLC	Operator Designator Code:	

Meteorological Information and Flight Plan

Observation Facility, Elevation:	FWS, 700 ft msl	Observation Time:	1901 CST
Distance from Accident Site:	0 Nautical Miles	Condition of Light:	Dusk
Direction from Accident Site:		Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	19° C / 12° C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	3 knots, 80°	Visibility (RVR):	
Altimeter Setting:	30.13 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Fort Worth, TX	Type of Flight Plan Filed:	Unknown
Destination:	FORT WORTH, TX (FWS)	Type of Clearance:	None
Departure Time:	CDT	Type of Airspace:	

Airport Information

Airport:	FORT WORTH SPINKS (FWS)	Runway Surface Type:	Grass/turf
Airport Elevation:	700 ft	Runway Surface Condition:	
Runway Used:	17L	IFR Approach:	None
Runway Length/Width:	4000 ft / 60 ft	VFR Approach/Landing:	Full Stop; 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		

Administrative Information

Investigator In Charge (IIC):	Jason Aguilera	Adopted Date:	02/28/2008
Additional Participating Persons:	Curt Mahaffey; FAA FSDO; Fort Worth, TX		
Publish Date:			
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	NTSB accident and incident docket 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.