



National Transportation Safety Board Aviation Accident Final Report

Location:	Cameron, SC	Accident Number:	ERA09LA151
Date & Time:	02/01/2009, 1530 EST	Registration:	N3066E
Aircraft:	AERONCA 7AC	Aircraft Damage:	Substantial
Defining Event:	Loss of engine power (partial)	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot reported that he had been flying for about 1 hour, and was at an altitude of 800 feet mean sea level, when the engine began to run rough. The pilot elected to perform a precautionary off-airport landing to a nearby cotton field. During the subsequent landing roll, the airplane nosed over and sustained substantial damage to the firewall and vertical stabilizer. Examination of the engine, which included a test run, did not reveal any preimpact malfunctions. A weather observation taken at an airport located about 30 miles southeast of the accident site, about the time of the accident, included a temperature of 16 degrees Celsius (C) and a dew point of -4 degrees C. The pilot did not use the carburetor heat control after experiencing the engine roughness; however, atmospheric conditions at the time were not conducive to the formation of carburetor ice.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A loss of engine power for undetermined reasons.

Findings

Not determined	Not determined - Unknown/Not determined (Cause)
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Factual Information

On February 1, 2009, about 1530 eastern standard time, an Aeronca 7AC, N3066E, was substantially damaged during a precautionary landing near Cameron, South Carolina. The certificated commercial pilot was not injured. Visual meteorological conditions prevailed and no flight plan had been filed for the local flight that departed Owens Field (CUB), Columbia, South Carolina. The personal flight was conducted under the provisions of 14 Code of Federal Regulations (CFR) Part 91.

The pilot reported that he had been flying for about 1 hour, and was at an altitude of 800 feet mean sea level, when the airplane's engine began to run rough. The pilot elected to perform a precautionary off-airport landing to a nearby cotton field. During the subsequent landing roll, the airplane nosed over and sustained substantial damage to the firewall and vertical stabilizer. The pilot did not recall the engine rpm and did not use the carburetor heat control after experiencing the engine roughness. He further stated that he departed CUB with 13 gallons of fuel, which he checked prior to takeoff and was absent of contamination.

Examination of the airplane by a Federal Aviation Administration (FAA) inspector did not reveal any preimpact malfunctions. In addition, the engine was started and test run with no anomalies noted.

The airplane had been operated for about 15 hours since its most recent annual inspection, which was performed on December 20, 2008.

The pilot reported 800 hours of total flight experience, which included about 200 total hours in the same make and model as the accident airplane.

A weather observation taken at an airport about 30 miles southeast of the accident site, at 1553, reported: winds from 200 degrees at 11 knots; visibility 10 statute miles; sky clear; temperature 16 degrees Celsius (C); dew point -4 degrees C; altimeter 30.15 inches of mercury.

According to the carburetor icing chart contained in the FAA publication Winter Flying Tips, P-8740-24, the atmospheric conditions at the time of the accident were not conducive for the formation of carburetor ice.

History of Flight

Enroute-cruise	Loss of engine power (partial) (Defining event)
Emergency descent	Off-field or emergency landing
Landing-landing roll	Nose over/nose down

Pilot Information

Certificate:	Commercial	Age:	56, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With Waivers/Limitations	Last Medical Exam:	10/29/2008
Occupational Pilot:	No	Last Flight Review or Equivalent:	11/22/2008
Flight Time:	800 hours (Total, all aircraft), 200 hours (Total, this make and model), 8 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	AERONCA	Registration:	N3066E
Model/Series:	7AC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	7AC-6655
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	12/20/2008, Annual	Certified Max Gross Wt.:	1250 lbs
Time Since Last Inspection:	15 Hours	Engines:	1 Reciprocating
Airframe Total Time:	5442 Hours	Engine Manufacturer:	CONT MOTOR
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	A-65-8
Registered Owner:	FOUR CHAMPS INC	Rated Power:	65 hp
Operator:	On file	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:	CUB, 193 ft msl	Observation Time:	1553 EST
Distance from Accident Site:	30 Nautical Miles	Condition of Light:	Day
Direction from Accident Site:	145°	Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	16° C / -4° C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	11 knots, 200°	Visibility (RVR):	
Altimeter Setting:		Visibility (RVV):	
Precipitation and Obscuration:			
Departure Point:	Columbia, SC (CUB)	Type of Flight Plan Filed:	None
Destination:	Columbia, SC (CUB)	Type of Clearance:	None
Departure Time:	1430 EST	Type of Airspace:	

Airport Information

Airport:	NONE	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	N/A	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Precautionary Landing

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):	Luke Schiada	Adopted Date:	07/28/2009
Additional Participating Persons:	Jim Franklin; FAA/FSDO; Columbia, SC		
Publish Date:	07/28/2009		
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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