



National Transportation Safety Board Aviation Accident Final Report

Location:	Valparaiso, IN	Accident Number:	CEN11LA614
Date & Time:	09/01/2011, 0815 CDT	Registration:	N83533
Aircraft:	AERONCA 7AC	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

During landing, the airplane exited the right side of the runway and struck a ditch, and the main landing gear collapsed. No defects were found with the airplane's brake system. Photographic evidence of skid marks showed that the tailwheel experienced shimmy during the landing, which continued to the side of the runway. Postaccident examination of the airplane revealed some play in the tailwheel assembly due to wear, which allowed the tailwheel to shimmy during the landing.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's loss of directional control during landing. Contributing to the accident was the wear in the tailwheel assembly.

Findings

Aircraft	Nose/tail landing gear - Not specified (Factor) Directional control - Not attained/maintained (Cause)
Personnel issues	Aircraft control - Pilot (Cause)

Factual Information

On September 1, 2011, about 0815 central daylight time, an Aeronca 7AC, N83533, was damaged when it departed the right side of runway 9 and struck an adjacent ditch while landing at the Porter County Regional Airport (VPZ), Valparaiso, Indiana. The pilot and passenger were not injured. The airplane sustained substantial damage to the fuselage longerons. The aircraft was registered to Skyview Aviation LLC, and operated by the pilot under the provisions of 14 Code of Federal Regulations Part 91 as a personal flight. Visual meteorological conditions prevailed for the flight, which was not operated on a flight plan. The flight originated from the Greenville Municipal Airport (6D6), Greenville, Michigan about 0600.

The pilot reported that she made a wheel landing in the tail wheel equipped airplane holding the tail up until the tail wheel settled onto the runway. She said that once the tail wheel contacted the runway the airplane turned to the right which she countered by applying left rudder. The airplane continued to turn to the right. The pilot reported that she applied left brake which had no effect. The pilot reported that at this point, the airplane was in the grass adjacent to the runway and was approaching a hill/ditch. She applied both brakes, but only the right brake was effective which caused the airplane to turn more to the right. The airplane went over the hill/ditch and the landing gear collapsed.

The pilot reported that there was excessive play found in the tail wheel assembly, and that the left brake was not functional.

Examination of the airplane by a Federal Aviation Administration Inspectors after the accident revealed no anomalies with regard to the left brake system of the airplane. Some wear of the tailwheel assembly was noted, but the tail wheel was operational and appeared to be in an airworthy condition.

Photographs of the runway after the accident showed skid mark evidence that the airplane's tail wheel experienced shimmy during the landing. The shimmy continued to the side of the runway.

History of Flight

Landing-landing roll	Loss of control on ground (Defining event) Collision with terr/obj (non-CFIT)
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Pilot Information

Certificate:	Airline Transport	Age:	27, Female
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Front
Other Aircraft Rating(s):		Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 1 With Waivers/Limitations	Last Medical Exam:	09/08/2010
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	2000 hours (Total, all aircraft), 10 hours (Total, this make and model), 1917 hours (Pilot In Command, all aircraft), 80 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	AERONCA	Registration:	N83533
Model/Series:	7AC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	7AC-2209
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	08/26/2011, Annual	Certified Max Gross Wt.:	1220 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3231 Hours	Engine Manufacturer:	CONT MOTOR
ELT:	Installed, not activated	Engine Model/Series:	A&C65 SERIES
Registered Owner:	Skyview Aviation LLC	Rated Power:	65 hp
Operator:	On file	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:	VPZ, 770 ft msl	Observation Time:	0845 CDT
Distance from Accident Site:	0 Nautical Miles	Condition of Light:	Day
Direction from Accident Site:	0°	Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	22° C / 20° C
Lowest Ceiling:	None	Visibility	20 Miles
Wind Speed/Gusts, Direction:	Light and Variable, Variable	Visibility (RVR):	
Altimeter Setting:	30 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Greenville, MI (6D6)	Type of Flight Plan Filed:	None
Destination:	Valparaiso, IN (VPZ)	Type of Clearance:	None
Departure Time:	0600 CDT	Type of Airspace:	

Airport Information

Airport:	Porter County Regional Airport (VPZ)	Runway Surface Type:	Asphalt
Airport Elevation:	770 ft	Runway Surface Condition:	Dry
Runway Used:	09	IFR Approach:	None
Runway Length/Width:	7001 ft / 150 ft	VFR Approach/Landing:	Full Stop

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		

Administrative Information

Investigator In Charge (IIC):	John M Brannen	Adopted Date:	02/27/2013
Additional Participating Persons:	Gregory A Varner; FAA-South Bend FSDO; South Bend, IN		
Publish Date:	02/27/2013		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=81669		

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