



National Transportation Safety Board Aviation Accident Data Summary

Location:	Adrian, TX	Accident Number:	CEN14CA157
Date & Time:	03/01/2014, 1330 CST	Registration:	N85372
Aircraft:	AERONCA 7AC	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot reported he planned on making a wheel landing at a higher than normal airspeed due to the anticipated strong surface wind. The pilot reported that during the landing roll, after the tailwheel settled to the ground, he noticed that the wind velocity was less than he anticipated and that his ground speed was "pretty fast." According to the pilot, due to the increased groundspeed, the wings were still producing some lift and although the gear remained on the runway, the full weight of the airplane was not on the landing gear. The pilot stated the airplane swerved to the right and he was able to regain directional control. The airplane then swerved to the left and the pilot was not able to regain directional control which resulted in a ground loop. The tailwheel traveled into the grass alongside the runway, and the right wing and right stabilizer contacted the ground. The pilot was able to taxi the airplane back onto the runway, however; he stated it would not taxi straight. The pilot reported there were no mechanical malfunctions of the airplane prior to the accident. A postaccident examination revealed the airplane sustained substantial damage to the aft fuselage.

Flight Events

Landing-landing roll - Loss of control on ground
Landing-landing roll - Runway excursion
Landing-landing roll - Collision with terr/obj (non-CFIT)

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain directional control of the airplane during the landing roll which resulted in the airplane ground looping.

Findings

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Directional control-Not attained/maintained - C
Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Surface speed/braking-Not attained/maintained
Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C

Pilot Information

Certificate:	Private	Age:	56
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	301.3 hours (Total, all aircraft), 48.6 hours (Total, this make and model), 193.7 hours (Pilot In Command, all aircraft), 5.2 hours (Last 90 days, all aircraft), 5.2 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	AERONCA	Registration:	N85372
Model/Series:	7AC NO SERIES	Engines:	1 Reciprocating
Operator:	On file	Engine Manufacturer:	Continental
Air Carrier Operating Certificate:	None	Engine Model/Series:	A65-8
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	HRX, 3788 ft msl	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	None
Condition of Light:	Day	Wind Speed/Gusts, Direction:	
Temperature:	26°C / -5°C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Dalhart, TX (DHT)	Destination:	Clovis, TX (CVN)

Airport Information

Airport:	Coleman Cattle Ranch (PVT)	Runway Surface Type:	Asphalt
Runway Used:	04	Runway Surface Condition:	Dry
Runway Length/Width:	3500 ft / 50 ft		

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	Unknown
Ground Injuries:	N/A	Aircraft Explosion:	Unknown

Administrative Information

Investigator In Charge (IIC):	Pamela S Sullivan	Adopted Date:	04/23/2014
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=88908		

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.