

FAA Inspector Statement

Pilot Mr. William "Pat" Goble

CFI Mr. Robert C. Deuker

Aircraft: Aeronca 11AC/BC, N4453P

Engine: Continental C85-8F

The pilot had not flown since 10-12-13; his last flight was in a PA28. The flying club has requirement that if a pilot has not flown in 90 days they must fly with instructor, pilot got CFI to fly with him for currency.

The pilot stated that after performing run-up they did a 360 degree turn to the right to check for traffic and lined up on the centerline of runway 18.

Pilot in left seat stated that he applied about "half throttle" to do a reduced power take-off when the aircraft went to the right. He tried to correct with left rudder but the aircraft kept going to the right. They (pilot does not remember who, but thinks the CFI did) pulled power and the aircraft skidded to the right and hit the hangar.

Inspection of runway 18, grass area, taxiway and hangar involved at 3DA revealed that approximately 350' into take-off roll, the aircraft to veer to the right and leaving a skid mark on the runway surface, indicating that the right main wheel brake was applied. The aircraft continued to the right across the grass area (approximately 65") between the runway and taxiway (approximately 15' wide) for 215' until the aircraft struck the east facing hi-fold door of a hangar. There were also skid marks from the left wheel in the grass area, taxiway and ramp area in front of the hangar indicating both brakes were applied. When I asked the pilot where his feet were located on the rudder pedals he replied that he did not remember.

During a phone interview with the CFI he stated that the take-off roll was slow and as they added power the aircraft went to the right. He added more power to try to correct it but the aircraft continued to the right. He also stated that they never raised the tail wheel off the runway during the take-off.

He stated that they could not overpower the right turn with left rudder. The CFI seated on the right side of the aircraft only has rudder pedals; there are no brakes on the right side. The aircraft brakes are a mechanically (cable) actuated drum brakes.

The CFI stated that he pulled the power back before the aircraft hit the hangar. Damage to the steel structure inside the hangar door indicates that the engine was operating at a speed higher than idle at the time of impact.

When I asked, the CFI stated that they never raised the tail during the take-off roll and kept the tail wheel on the ground. This would make the rudder ineffective at low speed.

The aircraft received substantial damage to the left wing, propeller, cowling, engine mount, and firewall upon impacting the hangar.

The hi-fold hangar door and a Cessna 182 inside the hangar also received damage.

Examination of the aircraft did not reveal any pre-accident failures. The aircraft brakes are mechanical and functioned properly.

Rick Anderson
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