

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



CEN22FA223

EXAMINATION SUMMARY

June 3, 2022

A. ACCIDENT

Location: Bowling Green, MO
Date: 06/02/2022
Time: 1745
Airplane: Aeronca 7AC; N1976E

B. EXAMINATION SUMMARY

IIC	Aaron Sauer NTSB Denver, CO
Party Coordinator	Joel Rich Federal Aviation Administration St. Louis, MO

C. SUMMARY

On June 2, 2022, about 1745 central daylight time, an Aeronca 7AC, N1976E, sustained substantial damage when it was involved in an accident near Bowling Green, Missouri. The two pilots sustained fatal injuries. The airplane was being operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

According to the airplane owner, the two pilots were planning to conduct a local flight to practice basic agricultural flight maneuvers. The airplane was fueled by one of the pilots prior to the flight. A witness, located in his residence about ½ mile from the accident site, reported he observed the airplane at a low altitude flying from the south to the north. The airplane then executed a right turn to the east. During the turn, the right wing dropped, and the airplane nosed down toward the terrain. The witness lost sight of the airplane behind some trees and located the airplane wreckage in a field adjacent to his residence. The witness stated that he had observed the airplane performing similar flight maneuvers over the nearby fields for the past couple of weeks.

Examination Summary:

Postaccident examination of the accident site revealed the airplane impacted the terrain in a nose and left-wing low attitude and came to rest upright on a measured magnetic heading of 135°. The airplane sustained substantial damage to the fuselage, wings, and empennage (see Figure 1).



Figure 1. Accident site

The left wing was separated from the fuselage by rescue personnel to facility recovery efforts. Examination of the airframe and engine revealed flight control continuity was established from the cockpit to all flight control surfaces.

The left wing displayed forward to aft accordion-type crush damage along the entire length of the wing. The aileron remained attached to the wing.

The right wing displayed some forward to aft accordion-type crush damage along the wing. The aileron remained attached to the wing. The aft fuselage to wing attached point was sheared, consistent with the impact sequence.

The forward fuselage was crushed aft and destroyed. All fuselage frames were bent and distorted, consistent with the impact sequence. The instrument panel was destroyed. The main landing gear was bent up and aft. The seat restraints, which included shoulder harnesses, were cut by rescue personnel.

The empennage was crushed, and the rudder was attached and deflected (trapped by structure) in the full left position. The elevators were attached to the horizontal stabilizer. The elevator trim tab was found in the slightly nose down position.

The engine and propeller were found buried in the terrain. The engine remained partially attached to the firewall, and the two-bladed propeller remained attached to the engine crankshaft. Mechanical continuity was established throughout the engine when the propeller was rotated by hand. The propeller blades displayed some forward twisting deformation. The cockpit engine controls were full forward position.

The airframe and engine revealed no evidence of mechanical malfunctions or failures that would have precluded normal operation.

Submitted by:

Aaron Sauer
Sr. Air Safety Investigator