



National Transportation Safety Board Aviation Accident Final Report

Location:	HIGGINSVILLE, MO	Accident Number:	CHI95LA113
Date & Time:	04/02/1995, 1146 CDT	Registration:	N2598Z
Aircraft:	BELLANCA 7ECA	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Serious
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PILOT ATTEMPTED TO TAKEOFF FROM A GRASS RUNWAY WITH A DIRECT 10 TO 12 KNOT CROSSWIND. HE STATED 'A GUST OF WIND PUT US AIRBORNE MUCH BEFORE I WAS READY TO BRING UP THE TAIL...BLEW US COMPLETELY OFF THE RUNWAY.' THE LANDING GEAR CAUGHT THE TOP STRAND OF A BARBED WIRE FENCE. THE PILOT REPORTED THE AIRPLANE PULLED UP ABOUT 1,000 FEET OF FENCE BEFORE THE AIRPLANE WAS PULLED BACK TO THE GROUND.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's inadequate compensation for wind conditions during the attempted takeoff. The gusty crosswind was a factor.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. (F) WEATHER CONDITION - GUSTS
4. LIFT-OFF - INADVERTENT - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - ABORTED

Findings

5. OBJECT - FENCE

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

On April 2, 1995, at 1146 central daylight time, a Bellanca 7ECA, N2598Z, piloted by the owner/operator, crashed during an aborted takeoff at a private grass airstrip in Higginsville, Missouri. The airplane sustained substantial damage when it struck a barbed wire fence, then impacted terrain. The private pilot and the one passenger on board the airplane received serious injuries. Visual meteorological conditions prevailed for the local flight, no flight plan was filed. The pleasure flight operated under 14 CFR Part 91, and the accident occurred during the intended takeoff.

The pilot reported he attempted to takeoff from the 2,300' X 100' grass runway with a direct crosswind which he estimate to be 10 to 12 knots. He stated "...a gust of wind put us airborne much before I was ready to bring up the tail. The wind gust blew us completely off the runway. Unknowingly, as I was attempting to get back to the runway, I picked up the top strand of barbed wire...I pulled up about 1,000 feet of fence before it stopped my flight and caused the plane to crash onto the runway." The pilot stated the accident could have been prevented if he had been "...very wary of strong crosswinds, particularly when buildings or obstructions are adjacent to runway."

Pilot Information

Certificate:	Private	Age:	52, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	07/27/1994
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	876 hours (Total, all aircraft), 250 hours (Total, this make and model), 876 hours (Pilot In Command, all aircraft), 17 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELLANCA	Registration:	N2598Z
Model/Series:	7ECA 7ECA	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Aerobatic	Serial Number:	1222-77
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	04/21/1994, Annual	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:	48 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3533 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-235-C1
Registered Owner:	BOND, ROBERT E.	Rated Power:	115 hp
Operator:	BOND, ROBERT E.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	SZL, 869 ft msl	Distance from Accident Site:	25 Nautical Miles
Observation Time:	1245 CDT	Direction from Accident Site:	170°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	7 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	13 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	23° C / 1° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:	WARRENSBURG, MO (N/A)	Type of Clearance:	None
Departure Time:	1146 CDT	Type of Airspace:	Class G

Airport Information

Airport:	HARBET (NONE)	Runway Surface Type:	Grass/turf
Airport Elevation:	840 ft	Runway Surface Condition:	Dry
Runway Used:	28	IFR Approach:	None
Runway Length/Width:	2300 ft / 100 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Serious	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	JODI L REEVES	Report Date:	06/19/1995
Additional Participating Persons:	DICK CODDINGTON; KANSAS CITY, MO		
Publish Date:			
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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