



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	HIGGINSVILLE, MO	<b>Accident Number:</b>	CHI95LA113
<b>Date &amp; Time:</b>	04/02/1995, 1146 CDT	<b>Registration:</b>	N2598Z
<b>Aircraft:</b>	BELLANCA 7ECA	<b>Injuries:</b>	2 Serious
<b>Flight Conducted Under:</b>	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

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

### Findings

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

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	52
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	BELLANCA	<b>Registration:</b>	N2598Z
<b>Model/Series:</b>	7ECA 7ECA	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	BOND, ROBERT E.	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-235-C1
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	SZL, 869 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	13 knots / , 190°
<b>Temperature:</b>	23° C	<b>Visibility</b>	7 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	<b>Destination:</b> WARRENSBURG, MO (N/A)		

## Airport Information

<b>Airport:</b>	HARBET (NONE)	<b>Runway Surface Type:</b>	Grass/turf
<b>Runway Used:</b>	28	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	2300 ft / 100 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Serious	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

Investigator In Charge (IIC): JODI L REEVES Adopted Date: 06/19/1995

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](mailto: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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