



National Transportation Safety Board Aviation Accident Final Report

Location:	NAPERVILLE, IL	Accident Number:	CHI95LA256
Date & Time:	08/01/1995, 1500 CDT	Registration:	N5068K
Aircraft:	BELLANCA 7ECA	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED BY A COLLISION WITH A HANGAR FOLLOWING THE PILOT'S LOSS OF DIRECTIONAL CONTROL DURING THE TAKEOFF ROLL. THE PILOT HAD RECEIVED A TAILWHEEL AIRCRAFT ENDORSEMENT DURING A BIENNIAL FLIGHT REVIEW TWENTY-ONE (21) MONTHS PRIOR TO THE ACCIDENT. HE HAD ACQUIRED 15 HOURS TOTAL TIME IN TAILWHEEL EQUIPPED AIRCRAFT HOWEVER HE HAD NO RECENT EXPERIENCE IN TAILWHEEL AIRCRAFT. FOLLOWING THE ACCIDENT THE TWO PILOT/OCCUPANTS OF THE AIRCRAFT EACH STATED THAT THE OTHER WAS PILOT-IN-COMMAND.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain directional control during the takeoff roll. Contributing factors were the pilot's lack or recent experience in tailwheel equipped aircraft and failure to abort the takeoff early enough to prevent the accident.

Findings

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

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (F) LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
3. (F) ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

4. OBJECT - HANGAR/AIRPORT BUILDING

Factual Information

On August 1, 1995, at 1500 central daylight time, a Bellanca 7ECA, N5068K, was substantially damaged by a collision with a hangar at Naperville, Illinois. The private pilot told investigators that he had experienced loss of directional control during takeoff from runway 36 (2575' x 40', dry bituminous) at the Naper Aero Club Airport. Visual meteorological conditions prevailed at the time of the accident. The personal, 14 CFR Part 91, local area flight was not operating on a flight plan. The pilot and passenger reported no injuries.

The pilot, operating the controls from the front cockpit, reported that during takeoff roll the airplane veered to the left. He applied right rudder but it did not correct the aircraft heading. He aborted the takeoff but was unable to stop the aircraft before impacting the hangar. The pilot held a valid tailwheel endorsement dated November 9, 1993, and had acquired 15 hours total flying time in tailwheel equipped aircraft but had no tailwheel flying time within the last 90 days. The pilot told investigators that he thought he was the second pilot.

The second pilot, who occupied the rear cockpit during the flight, held a Private Pilot's license and reported 100 hours flying time in tailwheel equipped aircraft. She reported that during preflight inspection of the aircraft the pilot seemed very knowledgeable about the plane and in response to her inquiry told her he had fifteen hours experience in tailwheel equipped aircraft. She noted "no problems at all in taxiing the plane" or the engine pre-takeoff run-up. During the taxi she and the pilot discussed which runway to use for departure and the pilot announced his intention to use runway 36 even though she told him that runway 18 was the preferred runway when the wind is calm. She acquiesced to his decision. She reported that as soon as takeoff power was applied the pilot lost directional control, veering left, then right, then left off the runway and into the hangar. She too told investigators that she thought she was the second pilot.

Pilot Information

Certificate:	Private	Age:	30, 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:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	09/16/1994
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	123 hours (Total, all aircraft), 15 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELLANCA	Registration:	N5068K
Model/Series:	7ECA 7ECA	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Aerobatic	Serial Number:	1338-80
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	04/28/1995, Annual	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:	30 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2617 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	O-235-K2C
Registered Owner:	DAVID G. UNDERWOOD	Rated Power:	115 hp
Operator:	DAVID G. UNDERWOOD	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	DPA, 758 ft msl	Distance from Accident Site:	11 Nautical Miles
Observation Time:	1445 CST	Direction from Accident Site:	345°
Lowest Cloud Condition:	Scattered / 4000 ft agl	Visibility	15 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	(LL10)	Type of Flight Plan Filed:	None
Destination:	PLAINFIELD, IL (1C5)	Type of Clearance:	None
Departure Time:	1500 CDT	Type of Airspace:	Class G

Airport Information

Airport:	NAPER AERO CLUB AIRPORT (LL10)	Runway Surface Type:	Asphalt
Airport Elevation:	708 ft	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	2575 ft / 40 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	RICHARD B PARKER	Report Date:	09/24/1995
Additional Participating Persons:	WILLIAM M HELING; WEST CHICAGO, IL		
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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