



National Transportation Safety Board Aviation Accident Final Report

Location:	HEBER CITY, UT	Accident Number:	DEN99LA161
Date & Time:	09/01/1999, 1615 MDT	Registration:	N86096
Aircraft:	Aeronca 11BC	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot reported that during the takeoff roll on runway 21, a gust of wind lifted his right wing. He said that he reduced the power to idle, but the airplane departed the left side of the runway and impacted an airport 'light stand.' He pilot had the airplane examined by a mechanic, and the pilot continued his flight the following morning. The airplane's left rear strut was subsequently replaced. The pilot reported that the sign was approximately 630 feet from the point where power was first applied, and that the sign was approximately 54 feet left of the runway's edge.

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 aircraft control during takeoff roll. Factors were the gusting crosswind conditions, and the airport sign.

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (F) WEATHER CONDITION - GUSTS
3. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. (F) OBJECT - SIGN

Factual Information

On September 1, 1999, approximately 1615 mountain daylight time, an Aeronca Chief 11BC, N86096, was substantially damaged during takeoff when the left wing strut impacted an airport sign at Heber City Municipal Airport, Heber City, Utah. The private pilot, the sole occupant in the airplane, was not injured. The airplane was being operated by the pilot under Title 14 CFR Part 91. Visual meteorological conditions prevailed for the cross-country flight which was originating at the time of the accident. No flight plan had been filed.

The pilot reported that during the takeoff roll on runway 21, a gust of wind lifted the right wing. He reduced power to idle, but the airplane departed the left side of the runway and impacted an airport "light stand." The pilot had the airplane examined by a mechanic, then continued the flight the following morning. The airplane's left rear strut was subsequently replaced.

The pilot reported that the "light stand" was approximately 630 feet from the point where power was first applied, and approximately 54 feet left of the runway's edge.

Pilot Information

Certificate:	Private	Age:	68, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	12/21/1998
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	371 hours (Total, all aircraft), 95 hours (Total, this make and model), 30 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Aeronca	Registration:	N86096
Model/Series:	11BC 11BC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	29995-7-8
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	06/02/1999, Annual	Certified Max Gross Wt.:	1250 lbs
Time Since Last Inspection:	10 Hours	Engines:	1 Reciprocating
Airframe Total Time:	564 Hours	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	O-200-A
Registered Owner:	JAMES E. DELANEY	Rated Power:	100 hp
Operator:	JAMES E. DELANEY	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	PVU, 4491 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	1555 MST	Direction from Accident Site:	200°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	28° C / 9° C
Precipitation and Obscuration:			
Departure Point:	(36U)	Type of Flight Plan Filed:	None
Destination:	PINEDALE, WY (PNA)	Type of Clearance:	None
Departure Time:	0830 MDT	Type of Airspace:	Class G

Airport Information

Airport:	HEBER CITY MUNICIPAL (36U)	Runway Surface Type:	Asphalt
Airport Elevation:	5632 ft	Runway Surface Condition:	Dry
Runway Used:	21	IFR Approach:	None
Runway Length/Width:	6900 ft / 75 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	JAMES F STRUHSAKER	Report Date:	11/30/2000
Additional Participating Persons:	DICK LUND		
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.ntsbt.gov/pubdms/ .		

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