



National Transportation Safety Board Aviation Accident Final Report

Location:	RED LODGE, MT	Accident Number:	DEN86LA087
Date & Time:	03/01/1986, 1145 MST	Registration:	N1503E
Aircraft:	AERONCA 7AC	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PLT STATED THAT DURING THE GROUND ROLL PHASE OF LANDING AT RED LODGE, MT, HE LOST CONTROL OF THE ACFT WHICH ENTERED INTO A GROUND LOOP TO THE RIGHT. JUST PRIOR TO THE ACFT DEPARTING THE RIGHT SIDE OF THE RWY, HE APPLIED MAXIMUM BRAKING, AND THE ACFT NOSED OVER INTO A SNOW BANK.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

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

Findings

1. (C) PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
2. (C) GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2: NOSE OVER
Phase of Operation: LANDING - ROLL

Findings

3. (C) BRAKES(EMERGENCY) - EXCESSIVE - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	26, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Unknown
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 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	01/30/1986
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	350 hours (Total, all aircraft), 250 hours (Total, this make and model), 300 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 19 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	AERONCA	Registration:	N1503E
Model/Series:	7AC 7AC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	7AC-5066
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	07/13/1985, Annual	Certified Max Gross Wt.:	1220 lbs
Time Since Last Inspection:	75 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2280 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	C-85-12
Registered Owner:	BRAD R. VAN TINE	Rated Power:	85 hp
Operator:	BRAD R. VAN TINE	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	BIL, 3606 ft msl	Distance from Accident Site:	46 Nautical Miles
Observation Time:	1151 MST	Direction from Accident Site:	31°
Lowest Cloud Condition:	Scattered / 1200 ft agl	Visibility	70 Miles
Lowest Ceiling:	Broken / 25000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	15° C / -1° C
Precipitation and Obscuration:			
Departure Point:	COLUMBUS, MT (6S3)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1030 MST	Type of Airspace:	Class D

Airport Information

Airport:	RED LODGE (47S)	Runway Surface Type:	Asphalt
Airport Elevation:	5768 ft	Runway Surface Condition:	Dry
Runway Used:	16	IFR Approach:	None
Runway Length/Width:	4000 ft / 75 ft	VFR Approach/Landing:	Traffic Pattern

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):	PRENTISS E MANGUM	Report Date:	06/18/1987
Additional Participating Persons:	AL RISE; HELENA, MT		
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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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).