



# National Transportation Safety Board Aviation Accident Final Report

<b>Location:</b>	West Yellowstone, MT	<b>Accident Number:</b>	WPR13CA362
<b>Date &amp; Time:</b>	08/01/2013, 0720 MDT	<b>Registration:</b>	N926BW
<b>Aircraft:</b>	BELLANCA 7GCBC	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

The pilot and the pilot-rated passenger planned to conduct a personal flight in the tailwheel-equipped airplane. The pilot was in the rear seat, and the passenger was in the front seat. The passenger did not have a tailwheel endorsement, but he planned to follow the pilot on the controls during the takeoff for familiarization purposes. During the takeoff roll when the airplane was approaching liftoff speed, the airplane made a rapid veeroff to the left. At that point, the pilot abandoned the takeoff, and made the conscious decision not to attempt to return to the runway, instead allowing the airplane to roll and decelerate on the grass/gravel beside the runway. That decision was based on the pilot's desire to avoid any potentially hazardous maneuvering or a ground loop. During the rollout, due to the pilot's inability to see directly ahead, the airplane struck the VASI (visual approach slope indicator) installation located about 1,300 feet down the runway, and offset about 145 feet from the runway centerline. The airplane sustained substantial damage to the left wing struts. The pilot stated that he did not believe that any mechanical malfunction or failure contributed to or caused the runway excursion, and that he could not rule out the possibility that he had inadvertently applied one wheel brake during the takeoff roll.

## 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, which resulted in a runway excursion and a collision with an approach slope indicator system component.

## Findings

<b>Aircraft</b>	Directional control - Not attained/maintained (Cause)
<b>Personnel issues</b>	Aircraft control - Pilot (Cause)
<b>Environmental issues</b>	Runway/taxi/approach light - Not specified

## Factual Information

### History of Flight

Takeoff	Loss of control on ground (Defining event)
Takeoff-rejected takeoff	Collision during takeoff/land Collision with terr/obj (non-CFIT)

### Pilot Information

Certificate:	Airline Transport; Commercial	Age:	63, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Without Waivers/Limitations	Last Medical Exam:	04/03/2013
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	06/07/2013
Flight Time:	7100 hours (Total, all aircraft), 450 hours (Total, this make and model), 6960 hours (Pilot In Command, all aircraft), 50 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Manufacturer:	BELLANCA	Registration:	N926BW
Model/Series:	7GCBC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	770-74
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	03/01/2013, Annual	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:	3092 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3092 Hours	Engine Manufacturer:	Lycoming
ELT:	C91A installed, not activated	Engine Model/Series:	O-320-A2D
Registered Owner:	On file	Rated Power:	150 hp
Operator:	On file	Air Carrier Operating Certificate:	None

## Meteorological Information and Flight Plan

Observation Facility, Elevation:	KWYS, 6649 ft msl	Observation Time:	1310 MDT
Distance from Accident Site:	0 Nautical Miles	Condition of Light:	Day
Direction from Accident Site:		Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	10°C / 7°C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	3 knots, 170°	Visibility (RVR):	
Altimeter Setting:	30.21 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	West Yellowstone, MT (KWYS)	Type of Flight Plan Filed:	None
Destination:	West Yellowstone, MT (KWYS)	Type of Clearance:	None
Departure Time:	0720 MDT	Type of Airspace:	

## Airport Information

Airport:	West Yellowstone (KWYS)	Runway Surface Type:	Asphalt
Airport Elevation:	6649 ft	Runway Surface Condition:	Dry
Runway Used:	19	IFR Approach:	None
Runway Length/Width:	8400 ft / 150 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		

## Administrative Information

Investigator In Charge (IIC):	Michael C Huhn	Adopted Date:	09/05/2013
Additional Participating Persons:	Paul Hurlbert; FAA FSDO; Helena, MT		
Publish Date:	09/05/2013		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=87704">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=87704</a>		

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