



Aviation Investigation Factual Report

Location:	Billings, Montana	Accident Number:	SEA07LA020
Date & Time:	November 18, 2006, 08:30 Local	Registration:	N2619D
Aircraft:	Cessna 170B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Factual Information

On November 18, 2006, about 0830 mountain standard time, a Cessna 170B, N2619D, sustained substantial damage when its right wing tip contacted the ground following a loss of control during takeoff roll on runway 28R at Billings Logan International Airport, Billings, Montana. The three people aboard, a private pilot receiving instruction, the flight instructor, and one passenger, were not injured. The airplane was registered to and operated by the private pilot. Visual meteorological conditions prevailed and no flight plan was filed for the instructional flight conducted under 14 CFR Part 91. The flight originated about 0815 from Billings Logan International Airport.

The pilot receiving instruction reported that they were planning to fly from Billings to Columbus, Montana, but at the flight instructor's suggestion they decided to perform a few stop and go landings at Billings before proceeding to Columbus. The winds were from 220 degrees at 12 knots. The first takeoff and landing on runway 28R in the tailwheel-equipped airplane were uneventful. According to the pilot receiving instruction, he added power to begin the second takeoff roll, and the airplane "began to weathervane to the left into the wind." He stated that "he did not apply enough right rudder or right brake to avoid/overcome the left turning tendency the crosswind and P-Factor caused." He reduced power to idle, and with the airplane moving at a speed of 10 to 15 knots heading about 30 degrees left of runway heading, the pilot receiving instruction "took out the full left aileron deflection [he] was holding since [they] were now pointing into the wind and actually went partial right aileron." At this point, the flight instructor took control of the airplane. However, the instructor was unable to regain directional control, and the airplane swerved to the left, the left wing lifted, and the right wing struck the runway.

The flight instructor did not respond to a written request from the NTSB investigator-in-charge for a written statement.

According to an FAA inspector, who examined the airplane, the right wing and horizontal stabilizer sustained structural damage.

Flight instructor Information

Certificate:	Commercial; Flight instructor	Age:	39,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	December 1, 2003
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:			

Pilot Information

Certificate:	Private	Age:	48,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	January 1, 2006
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 1, 2005
Flight Time:	256 hours (Total, all aircraft), 103 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N2619D
Model/Series:	170B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	20771
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	May 1, 2006 Annual	Certified Max Gross Wt.:	2200 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2755 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-360-A1A
Registered Owner:	Steven J. Inman	Rated Power:	180 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	BIL, 3579 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	07:56 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Few / 11000 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	12 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.17 inches Hg	Temperature/Dew Point:	-1°C / -6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Billings, MT (BIL)	Type of Flight Plan Filed:	None
Destination:	(BIL)	Type of Clearance:	VFR
Departure Time:	08:15 Local	Type of Airspace:	

Airport Information

Airport:	Billings Logan International BIL	Runway Surface Type:	Asphalt
Airport Elevation:	3652 ft msl	Runway Surface Condition:	Dry
Runway Used:	28R	IFR Approach:	None
Runway Length/Width:	10518 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	45.807777,-108.542778

Administrative Information

Investigator In Charge (IIC): Struhsaker, Georgia

Additional Participating Persons: Ken Conrad; FAA FSDO; Helena, MT

Report Date: February 28, 2007

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=64961>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).