



Aviation Investigation Final Report

Location:	KAYCEE, Wyoming	Accident Number:	SEA91LA254
Date & Time:	September 27, 1991, 18:10 Local	Registration:	N5505H
Aircraft:	BELLANCA 7GCBC	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

AFTER LANDING ON A PAVED ROAD, THE PILOT SECURED THE AID OF A RANCHER TO ASSIST IN TAKEOFF. HIGH DENSITY ALTITUDE CONDITIONS EXISTED AT THE TIME WHICH REDUCED THE AIRCRAFT'S TAKEOFF PERFORMANCE. THE PILOT DID NOT ESTABLISH CLEAR PROCEDURES WITH THE RANCHER TO INSURE THAT THE ROADWAY WOULD BE CLEAR FOR A SUFFICIENT LENGTH FOR TAKEOFF. NOR DID HE ESTABLISH CLEAR COMMUNICATION PROCEDURES TO BE USED PRIOR TO THE TAKEOFF EVOLUTION. THE PILOT OBSERVED A HAND SIGNAL FROM THE RANCHER WHICH HE PERCEIVED TO BE A GO AHEAD FOR HIS DEPARTURE AND DURING THE TAKEOFF ROLL HE ENCOUNTERED A VEHICLE DRAWN TRAILER ON THE ROAD IN HIS GROUND PATH. HE ATTEMPTED TO CLIMB AND TURN AWAY FROM THE VEHICLE AND THEN MANEUVER AWAY FROM TERRAIN, HOWEVER, ADEQUATE CLEARANCE WAS NOT AVAILABLE TO INSURE THE AIRCRAFT WOULD CLEAR THE TRAILER. THE AIRCRAFT'S LEFT WINGTIP IMPACTED THE TRAILER AND A LOSS OF CONTROL AND GROUND COLLISION FOLLOWED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: INADEQUATE CLEARANCE WITH THE VEHICLE AND THE PILOT'S FAILURE TO OBTAIN PROPER ASSISTANCE FOR THE TAKEOFF. FACTORS CONTRIBUTING TO THE ACCIDENT WERE 1) THE PILOT'S INADEQUATE PREFLIGHT PLANNING, 2) THE VEHICLE, AND 3) HIGH DENSITY ALTITUDE CONDITIONS.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. LIGHT CONDITION - DUSK
2. (F) WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. (F) OBJECT - VEHICLE
4. (C) CLEARANCE - INADEQUATE
5. (F) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
6. (C) PROPER ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Commercial	Age:	52, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	874 hours (Total, all aircraft), 498 hours (Total, this make and model), 874 hours (Pilot In Command, all aircraft), 58 hours (Last 90 days, all aircraft), 17 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELLANCA	Registration:	N5505H
Model/Series:	7GCBC 7GCBC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	1038-78
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, activated	Engine Model/Series:	O-320-A2D
Registered Owner:	WALTER A. KUPFERSCHMIDT	Rated Power:	150 Horsepower
Operator:	WALTER A. KUPFERSCHMIDT	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Dusk
Observation Facility, Elevation:	CPR ,5348 ft msl	Distance from Accident Site:	51 Nautical Miles
Observation Time:	17:54 Local	Direction from Accident Site:	140°
Lowest Cloud Condition:	Clear	Visibility	50 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	24°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	GILLETTE , WY (GCC)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	16:00 Local	Type of Airspace:	

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		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:	43.700103,-106.629066(est)

Administrative Information

Investigator In Charge (IIC):	Mccreary, Steven
Additional Participating Persons:	DON PAUL; HELENA , MT
Original Publish Date:	January 25, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=41551

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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](#).