



# Aviation Investigation Final Report

<b>Location:</b>	STEVENSVILLE, Montana	<b>Accident Number:</b>	SEA96LA096
<b>Date &amp; Time:</b>	May 20, 1996, 09:45 Local	<b>Registration:</b>	N94AT
<b>Aircraft:</b>	Tilbert LAKES	BABY GREAT	<b>Aircraft Damage:</b> Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that the accident flight was his first flight in the homebuilt airplane. The airplane was a sport bi-wing. During the landing rollout, gusts and crosswinds prevailed. The airplane veered off the runway, and the left gear collapsed. The pilot stated that he 'over-corrected' during the landing rollout, while he attempted to keep the airplane on the runway. No preimpact mechanical malfunction was reported by the pilot. In the 'Recommendation' section of NTSB Form 6120.1/2, the pilot stated: 'Become more familiar with aircraft flight and landing characteristics.'

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's inadequate compensation for the wind conditions during the landing roll, which resulted in loss of directional control and an inadvertent ground swerve. Factors relating to the accident were: the adverse wind conditions (crosswind and gusts), rough terrain, and the pilot's lack of experience in the type of aircraft.

## Findings

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

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (F) WEATHER CONDITION - GUSTS
3. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
4. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. (C) GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
6. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING - ROLL

Findings

7. (F) TERRAIN CONDITION - ROUGH/UNEVEN

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Occurrence #3: MAIN GEAR COLLAPSED  
Phase of Operation: LANDING - ROLL

Findings

8. LANDING GEAR,MAIN GEAR - OVERLOAD

## Factual Information

On May 20, 1996, about 0945 mountain daylight time, N94AT, a homebuilt Tilbert Baby Great Lakes airplane, operated by the owner/pilot, was substantially damaged during landing rollout in Stevensville, Montana. The commercial pilot, the sole occupant, was not injured. Visual meteorological conditions prevailed and no flight plan had been filed. The personal flight was conducted under 14 CFR 91.

The pilot reported that the accident flight was his first flight in the homebuilt airplane. The airplane was a sport bi-wing. He stated: "After landing, on rollout, I got a wind gust from the left. The airplane weathervaned into the wind and got the left main gear off the pavement. I over-corrected to the right and when the left gear came back up on the pavement the airplane hopped a couple of times, folding the left gear and wrinkling the left wing tip." No preimpact mechanical malfunctions were reported by the pilot.

In the "Recommendation" section of NTSB Form 6120.1/2 (attached), the pilot stated: "Become more familiar with aircraft flight and landing characteristics."

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	49, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Center
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	September 12, 1995
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1487 hours (Total, all aircraft), 1 hours (Total, this make and model), 1487 hours (Pilot In Command, all aircraft), 9 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Tilbert	<b>Registration:</b>	N94AT
<b>Model/Series:</b>	BABY GREAT LAKES BABY GREAT	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental (Special)	<b>Serial Number:</b>	82963BGL
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	June 12, 1995 Annual	<b>Certified Max Gross Wt.:</b>	950 lbs
<b>Time Since Last Inspection:</b>	26 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	41 Hrs	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>		<b>Engine Model/Series:</b>	O-235-C1
<b>Registered Owner:</b>	JOHNSON, JAMES F.	<b>Rated Power:</b>	108 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Unknown	<b>Visibility</b>	
<b>Lowest Ceiling:</b>	Broken / 10000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	10 knots / 20 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	260°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	09:45 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	STEVENSVILLE 32S	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	3620 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	30	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3800 ft / 60 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	46.500556,-114.099243(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Guzzetti, Jeffrey
<b>Additional Participating Persons:</b>	ROBERT SPEICHER; HELENA , MT
<b>Original Publish Date:</b>	February 28, 1997
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=42368">https://data.ntsb.gov/Docket?ProjectID=42368</a>

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