



# Aviation Investigation Final Report

<b>Location:</b>	HEBER CITY, Utah	<b>Accident Number:</b>	DEN99LA161
<b>Date &amp; Time:</b>	September 1, 1999, 16:15 Local	<b>Registration:</b>	N86096
<b>Aircraft:</b>	Aeronca 11BC	<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 during the takeoff roll on runway 21, a gust of wind lifted his right wing. He said that he reduced the power to idle, but the airplane departed the left side of the runway and impacted an airport 'light stand.' He pilot had the airplane examined by a mechanic, and the pilot continued his flight the following morning. The airplane's left rear strut was subsequently replaced. The pilot reported that the sign was approximately 630 feet from the point where power was first applied, and that the sign was approximately 54 feet left of the runway's edge.

## 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 aircraft control during takeoff roll. Factors were the gusting crosswind conditions, and the airport sign.

## Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: TAKEOFF - ROLL/RUN

### Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (F) WEATHER CONDITION - GUSTS

3. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. (F) OBJECT - SIGN

## Factual Information

On September 1, 1999, approximately 1615 mountain daylight time, an Aeronca Chief 11BC, N86096, was substantially damaged during takeoff when the left wing strut impacted an airport sign at Heber City Municipal Airport, Heber City, Utah. The private pilot, the sole occupant in the airplane, was not injured. The airplane was being operated by the pilot under Title 14 CFR Part 91. Visual meteorological conditions prevailed for the cross-country flight which was originating at the time of the accident. No flight plan had been filed.

The pilot reported that during the takeoff roll on runway 21, a gust of wind lifted the right wing. He reduced power to idle, but the airplane departed the left side of the runway and impacted an airport "light stand." The pilot had the airplane examined by a mechanic, then continued the flight the following morning. The airplane's left rear strut was subsequently replaced.

The pilot reported that the "light stand" was approximately 630 feet from the point where power was first applied, and approximately 54 feet left of the runway's edge.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	68, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	December 21, 1998
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	371 hours (Total, all aircraft), 95 hours (Total, this make and model), 30 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Aeronca	<b>Registration:</b>	N86096
<b>Model/Series:</b>	11BC 11BC	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	29995-7-8
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	June 2, 1999 Annual	<b>Certified Max Gross Wt.:</b>	1250 lbs
<b>Time Since Last Inspection:</b>	10 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	564 Hrs	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-200-A
<b>Registered Owner:</b>	JAMES E. DELANEY	<b>Rated Power:</b>	100 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>	PVU ,4491 ft msl	<b>Distance from Accident Site:</b>	20 Nautical Miles
<b>Observation Time:</b>	15:55 Local	<b>Direction from Accident Site:</b>	200°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	12 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	200°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	28°C / 9°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	(36U )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	PINEDALE , WY (PNA )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	08:30 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	HEBER CITY MUNICIPAL 36U	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	5632 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	21	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	6900 ft / 75 ft	<b>VFR Approach/Landing:</b>	None

## 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>	40.430767,-111.190864(est)

## Administrative Information

**Investigator In Charge (IIC):** Struhsaker, James

**Additional Participating Persons:** DICK LUND;

**Original Publish Date:** November 30, 2000

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=47302>

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