



Aviation Investigation Final Report

Location:	BALLY, Pennsylvania	Accident Number:	NYC00LA180
Date & Time:	July 2, 2000, 17:11 Local	Registration:	N32133
Aircraft:	Waco UPF-7	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The airplane was departing on a 2,420-foot long, 85-foot wide, asphalt and turf runway. As the airplane was rolling on the asphalt portion of the runway, the pilot observed a moving golf cart ahead and to the right of the airplane. The pilot perceived that the airplane was on a collision course with the golf cart and veered to the left, onto the turf portion of the runway. The pilot then aborted the takeoff and the airplane continued to travel to the left side of the turf runway. The terrain on the left side of the turf runway sloped downward about 6 feet. The airplane continued down the slope, nosed over, and came to rest inverted against a tree.

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 control of the airplane after an aborted takeoff.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - ABORTED

Findings

1. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

On July 2, 2000, about 1711 Eastern Daylight Time, a Waco UPF-7, N32133, was substantially damaged during the initial climb from the Butter Valley Golf Port, Bally, Pennsylvania. The certificated commercial pilot and two passengers sustained minor injuries. Visual meteorological conditions prevailed and no flight plan was filed for the personal local flight conducted under 14 CFR Part 91.

According to the pilot, he was departing on Runway 34, a 2,420-foot long, 85 foot wide, asphalt and turf runway. As the airplane was rolling on the asphalt portion of the runway, he observed a moving golf cart ahead and to the right of the airplane. The pilot perceived that the airplane was on a collision course with the golf cart and veered to the left, onto the turf portion of the runway. The pilot then aborted the takeoff and the airplane continued to travel to the left side of the turf runway. The terrain on the left side of the turf runway sloped downward about 6 feet. The airplane continued down the slope, nosed over, and came to rest inverted against a tree.

In a telephone interview, the pilot stated that there was a golf course located around the perimeter of the airport. As the airplane was rolling down the runway, he saw a golf cart on a collision course and lost control after the evasive action to avoid the golf cart.

The winds reported by a nearby airport, at 1651, were from 220 degrees at 8 knots.

Pilot Information

Certificate:	Commercial	Age:	54, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	February 12, 1999
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1618 hours (Total, all aircraft), 527 hours (Total, this make and model), 1461 hours (Pilot In Command, all aircraft), 31 hours (Last 90 days, all aircraft), 27 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Waco	Registration:	N32133
Model/Series:	UPF-7 UPF-7	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	5765
Landing Gear Type:	Tailwheel	Seats:	3
Date/Type of Last Inspection:	June 16, 2000 Annual	Certified Max Gross Wt.:	2650 lbs
Time Since Last Inspection:	15 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	5782 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	W670-6A
Registered Owner:	FRED A. SCHMUKLER	Rated Power:	220 Horsepower
Operator:		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:	Day
Observation Facility, Elevation:	ABE ,394 ft msl	Distance from Accident Site:	16 Nautical Miles
Observation Time:	16:51 Local	Direction from Accident Site:	30°
Lowest Cloud Condition:	Scattered / 7500 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	29°C / 15°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(7N8)	Type of Flight Plan Filed:	None
Destination:	SASSAMANSVILLE , PA (PN00)	Type of Clearance:	None
Departure Time:	17:11 Local	Type of Airspace:	Class G

Airport Information

Airport:	BUTTER VALLEY GOLF PORT 7N8	Runway Surface Type:	Asphalt
Airport Elevation:	500 ft msl	Runway Surface Condition:	Dry
Runway Used:	34	IFR Approach:	None
Runway Length/Width:	2420 ft / 85 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	2 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 Minor	Latitude, Longitude:	40.399513,-75.579086(est)

Administrative Information

Investigator In Charge (IIC):	Demko, Stephen
Additional Participating Persons:	JAMES WOHLHUETER; ALLENTOWN , PA
Original Publish Date:	March 2, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=49578

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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](#).