



Aviation Investigation Final Report

Location:	Mankato, Minnesota	Accident Number:	CHI04CA169
Date & Time:	June 23, 2004, 16:15 Local	Registration:	N88089
Aircraft:	Bellanca 8GCBC	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The airplane was substantially damaged when it impacted a runway light and the ground shortly after takeoff. The pilot reported losing control of the airplane after encountering a wind gust. The pilot reported the wind was from 60 degrees left of the runway heading at 25 knots gusting to 34 knots.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper decision to initiate the flight given the crosswind wind condition. Additional causes were the pilot's inadequate compensation for the crosswind and his subsequent failure to maintain aircraft control. The crosswind and the runway light were contributing factors.

Findings

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

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (C) PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
4. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

- 5. (F) OBJECT - RUNWAY LIGHT
- 6. TERRAIN CONDITION - GROUND

Factual Information

On June 23, 2004, at 1615 central daylight time, a Bellanca 8GCBC, N88089, owned and piloted by a private pilot, was substantially damaged when it impacted a runway light and the ground shortly after takeoff from runway 33 (5,400 feet by 100 feet, asphalt), at the Mankato Regional Airport, Mankato, Minnesota. The 14 CFR Part 91 personal flight was operating in visual meteorological conditions without a flight plan. The pilot received minor injuries. The flight was originating at the time of the accident and was bound for the Tri-County Regional Airport, Lone Rock, Wisconsin.

In a written report, the pilot stated, "I was hit by a gust of wind that raised the tail and left wing. I drifted from the runway and while trying to maintain horizontal control the tail area impacted a runway marker light which enhanced horizontal instability. I began to climb but lost horizontal stability and impacted the ground." The pilot reported the wind was from 270 degrees at 25 knots gusting to 34 knots. He also reported no malfunctions of the airplane.

Pilot Information

Certificate:	Private	Age:	56, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	May 28, 2003
Occupational Pilot:		Last Flight Review or Equivalent:	May 10, 2004
Flight Time:	500 hours (Total, all aircraft), 210 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Bellanca	Registration:	N88089
Model/Series:	8GCBC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1974-74
Landing Gear Type:	Tailwheel	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Installed	Engine Model/Series:	O-360-C2E
Registered Owner:	Charles J. Aber	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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	Mankato, MN (MKT)	Type of Flight Plan Filed:	None
Destination:	LONE ROCK, WI (LNR)	Type of Clearance:	None
Departure Time:	16:15 Local	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	1 Minor	Latitude, Longitude:	44.221668,-93.918891

Administrative Information

Investigator In Charge (IIC):	Brannen, John
Additional Participating Persons:	Scott Krueger; Minneapolis-FSDO; Minneapolis, MN
Original Publish Date:	September 1, 2004
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=59597

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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](#).