



Aviation Investigation Final Report

Location:	Bellingham, Washington	Accident Number:	GAA17CA011
Date & Time:	October 5, 2016, 15:00 Local	Registration:	N724NF
Aircraft:	FULLER NEIL H GLASAIR SH 2	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of a tailwheel-equipped airplane reported that during the takeoff roll in left crosswind conditions, the airplane drifted to the left and he applied full right rudder. He further reported that as he lifted his heels to use right brake to correct for the left drift, the airplane veered off the runway to the left. The pilot reduced power, the airplane impacted a runway sign, and both main landing gear collapsed.

The airplane sustained substantial damage to the right wing and the fuselage.

The pilot reported no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

A review of recorded data from the automated weather observation station located on the airport, revealed that, about 7 minutes before the accident the wind was 290 degrees true at 8 knots. The airplane departed on runway 34.

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 directional control during the takeoff roll in crosswind conditions, which resulted in a runway excursion.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Environmental issues	Crosswind - Effect on equipment
Environmental issues	Sign/marker - Contributed to outcome

Factual Information

History of Flight

Takeoff	Other weather encounter
Takeoff	Loss of control on ground (Defining event)
Takeoff	Runway excursion
Takeoff	Collision with terr/obj (non-CFIT)
Takeoff	Landing gear collapse

Pilot Information

Certificate:	Private	Age:	56, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	July 10, 2015
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 14, 2015
Flight Time:	(Estimated) 1600 hours (Total, all aircraft), 250 hours (Total, this make and model), 1600 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	FULLER NEIL H	Registration:	N724NF
Model/Series:	GLASAIR SH 2	Aircraft Category:	Airplane
Year of Manufacture:	1984	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	251
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	100 hour	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	C91 installed, not activated	Engine Model/Series:	O-320-E3D
Registered Owner:	On file	Rated Power:	160 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KBLI,149 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	21:53 Local	Direction from Accident Site:	3°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	29.92 inches Hg	Temperature/Dew Point:	18°C / 11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Bellingham, WA (BLI)	Type of Flight Plan Filed:	None
Destination:	POINT ROBERTS, WA (1RL)	Type of Clearance:	VFR
Departure Time:	15:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	BELLINGHAM INTL BLI	Runway Surface Type:	Asphalt
Airport Elevation:	170 ft msl	Runway Surface Condition:	Dry
Runway Used:	34	IFR Approach:	None
Runway Length/Width:	6701 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	48.786666,-122.537498(est)

Administrative Information

Investigator In Charge (IIC):	Vanover, Jackie
Additional Participating Persons:	Rod Ziegler; FAA; Renton, WA
Original Publish Date:	February 6, 2017
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=94172

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