



Aviation Investigation Final Report

Location:	Mazama, Washington	Accident Number:	GAA16CA485
Date & Time:	September 3, 2016, 10:56 Local	Registration:	N110MD
Aircraft:	DORMAIER MONTE R BABY GREAT LAKES	Aircraft Damage:	Substantial
Defining Event:	Runway excursion	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The Federal Aviation Administration (FAA) Aviation Safety Inspector that responded to the accident site reported that the pilot of the experimental, amateur built, tailwheel landing gear-equipped bi-plane reported to the inspector, that during the takeoff roll the bi-plane drifted off the left side of the turf and gravel runway. The pilot reported that after he had completed his engine run-up and all indications were normal, he lightly applied power and began his takeoff roll from a concrete pad at the approach end of the runway. He reported to the inspector that the bi-plane began to drift to the left and he did not feel as though he had rudder authority, so he added more power with the intent to increase the airflow over the rudder, but the torque from the added power exacerbated the loss of control. The bi-plane drifted further left, exited the runway, and struck a post that supported a satellite dish and subsequently struck a tree. The bi-plane sustained substantial damage to the four wings and the fuselage. The pilot reported to the inspector that in hindsight it would have been better to abort the takeoff.

The FAA Inspector reported that during the airplane examination he did not find any evidence of aircraft system or component failure prior to the impact.

The NTSB Investigator-in-charge attempted to contact the pilot on multiple occasions to no avail. The pilot did not submit the NTSB Form 6120.1.

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, which resulted in a runway excursion.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Environmental issues	Pole - Contributed to outcome
Environmental issues	Tree(s) - Contributed to outcome

Factual Information

History of Flight

Takeoff	Attempted remediation/recovery
Takeoff	Loss of control on ground
Takeoff	Runway excursion (Defining event)
Takeoff	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	89,Male
Airplane Rating(s):	Single-engine land; Multi-engine land; Multi-engine sea	Seat Occupied:	Single
Other Aircraft Rating(s):	Glider	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Glider; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	May 11, 2005
Occupational Pilot:	No	Last Flight Review or Equivalent:	February 12, 2010
Flight Time:	(Estimated) 6000 hours (Total, all aircraft), 124 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	DORMAIER MONTE R	Registration:	N110MD
Model/Series:	BABY GREAT LAKES NO SERIES	Aircraft Category:	Airplane
Year of Manufacture:	1980	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	7704-A-637-B
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	July 3, 1997 Condition	Certified Max Gross Wt.:	850 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	as of last inspection	Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	O-235-C
Registered Owner:		Rated Power:	100 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:	KOMK, 1300 ft msl	Distance from Accident Site:	41 Nautical Miles
Observation Time:	17:53 Local	Direction from Accident Site:	106°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Broken / 7500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	30°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	29.97 inches Hg	Temperature/Dew Point:	17°C / 5°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Mazama, WA (W12)	Type of Flight Plan Filed:	None
Destination:	Mazama, WA (W12)	Type of Clearance:	None
Departure Time:	10:56 Local	Type of Airspace:	Class G

Airport Information

Airport:	LOST RIVER RESORT W12	Runway Surface Type:	Grass/turf;Gravel
Airport Elevation:	2415 ft msl	Runway Surface Condition:	Dry
Runway Used:	11	IFR Approach:	None
Runway Length/Width:	3150 ft / 85 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	48.649723,-120.501945(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Michael
Additional Participating Persons:	Douglas Belcher; FAA; Spokane, WA
Original Publish Date:	January 18, 2017
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=94009

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).