



# Aviation Investigation Final Report

<b>Location:</b>	Hamilton, Montana	<b>Accident Number:</b>	GAA18CA372
<b>Date &amp; Time:</b>	June 22, 2018, 10:00 Local	<b>Registration:</b>	N61862
<b>Aircraft:</b>	Beech D17	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	1 Minor, 1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot of the tailwheel-equipped airplane reported that, during the landing roll, the airplane veered right. He added that he was unable to correct with left rudder because his foot had become stuck under the left rudder pedal. The airplane exited the runway to the right, impacted a ditch, and came to rest inverted.

The airplane sustained substantial damage to the left wing and empennage.

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

## 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 landing roll and his subsequent inability to recover due to his foot being stuck.

## Findings

<b>Aircraft</b>	Directional control - Not attained/maintained
<b>Personnel issues</b>	Aircraft control - Pilot

## Factual Information

### History of Flight

<b>Landing-landing roll</b>	Loss of control on ground (Defining event)
<b>Landing</b>	Attempted remediation/recovery
<b>Landing</b>	Runway excursion
<b>Landing</b>	Nose over/nose down

### Pilot Information

<b>Certificate:</b>	Airline transport; Flight instructor	<b>Age:</b>	66,Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Lap only
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	BasicMed	<b>Last FAA Medical Exam:</b>	September 6, 2017
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	June 7, 2017
<b>Flight Time:</b>	(Estimated) 5400 hours (Total, all aircraft), 3 hours (Total, this make and model), 4000 hours (Pilot In Command, all aircraft), 3 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Beech	<b>Registration:</b>	N61862
<b>Model/Series:</b>	D17 S	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	4877
<b>Landing Gear Type:</b>	Retractable - Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	June 1, 2017 Annual	<b>Certified Max Gross Wt.:</b>	4250 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1650 Hrs as of last inspection	<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	C91 installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	R-985
<b>Registered Owner:</b>		<b>Rated Power:</b>	450 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KMSO, 3189 ft msl	<b>Distance from Accident Site:</b>	40 Nautical Miles
<b>Observation Time:</b>	16:14 Local	<b>Direction from Accident Site:</b>	2°
<b>Lowest Cloud Condition:</b>	Scattered / 1000 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>		<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	30.04 inches Hg	<b>Temperature/Dew Point:</b>	18°C / 14°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Hamilton, MT (6S5 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Hamilton, MT (6S5 )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	09:30 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	RAVALLI COUNTY 6S5	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	3644 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	16	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	4200 ft / 75 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor, 1 None	<b>Latitude, Longitude:</b>	46.254165,-114.125556(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Benhoff, Kathryn
<b>Additional Participating Persons:</b>	Clark Miller; FAA; Helena, MT
<b>Original Publish Date:</b>	March 18, 2019
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=97555">https://data.nts.gov/Docket?ProjectID=97555</a>

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](#).