



National Transportation Safety Board  
Factual Data Collection Report of Accident

SEA04CA037

Aircraft Reg No: N727MR  
Most Critical Injury: None

Location/Time

Nearest City/Place: Bend, OR  
Occurrence Date: 12/30/2003  
Occurrence Time: 1310 PST

Flight Itinerary

Last Depart. Point: HILLSBORO, OR  
Destination: Same as Accident/Incident Location

Aircraft Information

Type of Aircraft: Airplane (not Homebuilt)  
Make/Model: Bellanca / 8KCAB  
Serial Number: 494-79  
Landing Gear: Tailwheel  
Engine Type: Reciprocating  
Engine Make/Model: Lycoming / AEIO-360  
Aircraft Damage: Substantial  
Aircraft Fire: None

Operator Information

Registered Acft Owner: Tailwheel Excursions, LLC  
Operator of Aircraft: William D. Gonce  
Operator Address: Bend, OR  
Reg. Flt. Conducted Under: Part 91: General Aviation

Weather

Condition of Light: Day  
Wx Cond. at Site: Visual Conditions

First Pilot Information

Cert(s)/Rating(s): Private; Single-engine Land  
Instrument Ratings: None  
Medical Cert: Class 3  
Date of Last Med. Exam: 12/2002

Flight Time (Hours)

Total All Aircraft: 243  
Total Make/Model: 65

Injury Summary

	<u>Fatal</u>	<u>Serious</u>	<u>Minor/None</u>
Crew	0	0	1
Pass	0	0	1

Narrative

\*\*\* This investigation is based on information furnished by the Pilot/Operator. Additional details may be found in the Form 6120.1\*\*\*

On December 30, 2003, about 1310 Pacific standard time, a tail-wheel equipped Bellanca 8KCAB (Super Decathlon), N727MR, sustained substantial damage when the airplane nosed-over during landing at the Bend Municipal Airport, Bend, Oregon. The airplane is owned by Tail Wheel Excursion, LLC, and was being operated by the pilot as a visual flight rules (VFR) cross-country flight under the provisions of Title 14, CFR Part 91, when the accident occurred. The private pilot and passenger aboard the airplane were not injured. Visual meteorological conditions prevailed and a flight plan had been activated for the flight that originated from Hillsboro, Oregon, approximately 1 hour and 15 minutes prior to the accident.

During a telephone conversation with the National Transportation Safety Board IIC, on January 29, and a subsequent written statement dated January 30, the pilot reported that just after landing on runway 16 (wheel landing), and after reducing engine power to idle, the aircraft began to track to the left.

The pilot reported that he applied right rudder and corrective action, however, the airplane continued to track to the left of centerline. The airplane eventually exited the runway edge, encountered a two-foot snow bank, and nosed over.

The airplane sustained substantial damage to the wing spar assembly.

The pilot reported that the landing runway (16) was "extremely icy" at the time of the accident.