

National Transportation Safety Board
Washington, DC 20594

Brief of Accident

Adopted 07/15/1988

NYC87FA124
File No. 999

04/15/1987

NEW MILFORD, CT

Aircraft Reg No. N377SW

Time (Local): 19:55 EDT

Make/Model: BELLANCA / 8KCAB
Engine Make/Model: LYCOMING / IO-320
Aircraft Damage: Destroyed
Number of Engines: 1
Operating Certificate(s): None
Type of Flight Operation: Personal
Reg. Flight Conducted Under: Part 91: General Aviation

	Fatal	Serious	Minor/None
Crew	1	0	0
Pass	1	0	0

Last Depart. Point: Same as Accident/Incident Location
Destination: WHITE PLAINS , NY
Airport Proximity: On Airport
Airport Name: CANDLELIGHT FARMS
Runway Identification: 15
Runway Length/Width (Ft): 2600 / 250
Runway Surface: Grass/turf
Runway Surface Condition: Dry

Condition of Light: Day
Weather Info Src: Weather Observation Facility
Basic Weather: Visual Conditions
Lowest Ceiling: None
Visibility: 15.00 SM
Wind Dir/Speed: 140 / 004 Kts
Temperature (°C): 11
Precip/Obscuration: None

Pilot-in-Command Age: 40

Flight Time (Hours)

Certificate(s)/Rating(s)
Airline Transport; Multi-engine Land; Single-engine Land; Helicopter
Instrument Ratings
Airplane; Helicopter

Total All Aircraft: 6484
Last 90 Days: 45
Total Make/Model: 62
Total Instrument Time: 366

AFTER TAKING OFF ON RUNWAY 16 AT THE CANDLELIGHT FARMS AIRPORT, THE FLIGHT REMAINED LOW OVER THE RUNWAY WHILE GAINING AIRSPEED. AS THE AIRCRAFT APPROACHED THE UPWIND END OF THE RUNWAY, WITNESSES OBSERVED IT ENTER A STEEP CLIMB THAT CONTINUED TO AN ESTIMATED HEIGHT OF 700 FEET ABOVE THE TERRAIN. AT THE TOP OF THE CLIMB, THE NOSE DROPPED AND THE AIRCRAFT ENTERED A DIVING SPIRAL THAT CONTINUED UNTIL IT IMPACTED THE TERRAIN ON THE AIRPORT NEAR THE UPWIND END OF THE RUNWAY. EXAM OF THE ACFT AND ENG DID NOT REVEAL ANY EVIDENCE OF FAILURE OR MALFUNCTION PRIOR TO THE ACFT COLLIDING WITH THE GROUND.

Brief of Accident (Continued)

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Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) CLIMB - INTENTIONAL - PILOT IN COMMAND
 2. (F) OSTENTATIOUS DISPLAY - PILOT IN COMMAND
 3. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 4. (F) PROPER CLIMB RATE - EXCEEDED - PILOT IN COMMAND
 5. (C) STALL/SPIN - INADVERTENT - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.