		NTSB ID: DEN93FA090		Aircraft Registration Number: N5035K	
		Occurrence Date: 07/28/1993		Most Critical Injury: Fatal	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place ELK SPRINGS		State CO	Zip Code 81633	Local Time 1930	Time Zone MDT
Airport Proximity: Off Airport/Airstrip		Distance From Landing Facility:		Direction From Airport:	
Aircraft Information Summary					
Aircraft Manufacturer BELLANCA		Model/Series 8KCAB		Type of Aircraft Airplane	
Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:					
HISTORY OF FLIGHT					
<p>On July 28, 1993, at approximately 1930 mountain daylight time, a Bellanca 8KCAB, N5035K, impacted mountainous terrain following loss of control approximately 14 miles west of Elk Springs, Colorado. The commercial pilot and commercial pilot rated passenger received fatal injuries and the aircraft was destroyed.</p> <p>The flight originated from a private airstrip one half mile east of the accident site about 15 minutes prior to the accident. Visual meteorological conditions prevailed for this personal flight and no flight plan was filed.</p> <p>The flight was video taped by a family member and the accident sequence was recorded. The ground witnesses could not see the impact due to terrain masking and the wreckage was not located until the next morning.</p> <p>According to information provided on the video tape, the aircraft owner was occupying the rear seat, and the pilot-rated passenger was occupying the front seat. The tape showed the aircraft departing to the west from the private airstrip. The tape then depicted the aircraft in a left turning maneuver approximately one half mile off the end of the airstrip. The turning maneuver progressed to inverted flight. The aircraft then entered a right hand turn spin from approximately 1,000 feet above ground level. At approximately 100 feet above the horizon, the spin turns appeared to decrease and the aircraft disappeared from sight.</p>					
PERSONNEL INFORMATION					
<p>The owner was occupying the rear seat and held an acrobatic endorsement. No evidence was found that the pilot occupying the front seat had received any acrobatic training. Both stations had flight controls and it could not be determined which pilot was flying the aircraft at the time of the accident.</p>					
WRECKAGE AND IMPACT INFORMATION					
<p>The accident site was on the side of a hill approximately one half mile off the west end of the airstrip and approximately 200 feet higher than the end of the runway. The area was covered with cedar and small pine trees. The wreckage was contained in an area approximately 50 X 50 feet and all components were within that area with the wreckage oriented with the nose to the east.</p> <p>Attached is a wreckage diagram and photographs of the wreckage. These depict the wreckage distribution and damage.</p>					
FACTUAL REPORT - AVIATION					
					Page 1

National Transportation Safety Board

FACTUAL REPORT

AVIATION

SAFETY BOARD

NTSB ID: DEN93FA090

Occurrence Date: 07/28/1993

Occurrence Type: Accident

Narrative (Continued)


TESTS AND RESEARCH


The Chicago, Illinois, FAA Aircraft Certification Office asked the Investigator In Charge to examine the wings. Examination provided no evidence of any spar deterioration.

ADDITIONAL DATA/INFORMATION

Toxicology results are attached and according to laboratory technicians, the substances found were due to post-accident events.

The wreckage was released to Mr. Dennis Jason, Jason and Associates. No parts were retained.

 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: DEN93FA090			
		Occurrence Date: 07/28/1993			
		Occurrence Type: Accident			
Landing Facility/Approach Information					
Airport Name	Airport ID:	Airport Elevation Ft. MSL	Runway Used 0	Runway Length	Runway Width
Runway Surface Type:					
Runway Surface Condition:					
Type Instrument Approach: NONE					
VFR Approach/Landing: None					
Aircraft Information					
Aircraft Manufacturer BELLANCA		Model/Series 8KCAB		Serial Number 469-79	
Airworthiness Certificate(s): Acrobatic; Normal					
Landing Gear Type: Tailwheel					
Homebuilt Aircraft? No	Number of Seats: 2	Certified Max Gross Wt. 1800 LBS	Number of Engines: 1		
Engine Type: Reciprocating	Engine Manufacturer: LYCOMING	Model/Series: AEIO-360-H1A	Rated Power: 260 HP		
- Aircraft Inspection Information					
Type of Last Inspection Annual	Date of Last Inspection 11/1991	Time Since Last Inspection Hours	Airframe Total Time 1377 Hours		
- Emergency Locator Transmitter (ELT) Information					
ELT Installed? Yes	ELT Operated? No	ELT Aided in Locating Accident Site?			
Owner/Operator Information					
Registered Aircraft Owner WISER, BETH A. & GEORGE R.		Street Address 12400 W. 86TH AVENUE			
		City ARVADA	State CO	Zip Code 80005	
Operator of Aircraft Same as Reg'd Aircraft Owner		Street Address Same as Reg'd Aircraft Owner			
		City	State	Zip Code	
Operator Does Business As:			Operator Designator Code:		
- Type of U.S. Certificate(s) Held: None					
Air Carrier Operating Certificate(s):					
Operating Certificate:			Operator Certificate:		
Regulation Flight Conducted Under: Part 91: General Aviation					
Type of Flight Operation Conducted: Personal					

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: DEN93FA090
	Occurrence Date: 07/28/1993
	Occurrence Type: Accident

First Pilot Information

Name On File	City On File	State On File	Date of Birth On File	Age 58
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Sex: M	Seat Occupied: Rear	Principal Profession: Business	Certificate Number: On File
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Certificate(s): Commercial

Airplane Rating(s): Multi-engine Land; Single-engine Land; Single-engine Sea

Rotorcraft/Glider/LTA: None

Instrument Rating(s): Airplane

Instructor Rating(s): None

Type Rating/Endorsement for Accident/Incident Aircraft? No	Current Biennial Flight Review?
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Medical Cert.: Class 2	Medical Cert. Status: Valid Medical--w/ waivers/lim.	Date of Last Medical Exam: 04/1992
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- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air
						Actual	Simulated			
Total Time	720	392	710	13	17	7	98			
Pilot In Command(PIC)	520	170	260	3						
Instructor										
Last 90 Days										
Last 30 Days										
Last 24 Hours										

Seatbelt Used? Yes	Shoulder Harness Used? Yes	Toxicology Performed? Yes	Second Pilot? Yes
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Flight Plan/Itinerary

Type of Flight Plan Filed: None

Departure Point Same as Accident/Incident Location	State	Airport Identifier	Departure Time 1915	Time Zone MDT
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Destination Local Flight	State	Airport Identifier	
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Type of Clearance: None

Type of Airspace: Class G

Weather Information

Source of Briefing:
No record of briefing

Method of Briefing:

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: DEN93FA090
	Occurrence Date: 07/28/1993
	Occurrence Type: Accident

Weather Information

WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
	0000		0 Ft. MSL	0 NM	0 Deg. Mag.
Sky/Lowest Cloud Condition: Clear			0 Ft. AGL	Condition of Light: Day	
Lowest Ceiling: None			0 Ft. AGL	Visibility: 25 SM	Altimeter: "Hg
Temperature: 33 °C	Dew Point:	°C	Wind Direction: 270		Density Altitude: Ft.
Wind Speed: 15	Gusts:		Weather Conditions at Accident Site: Visual Conditions		
Visibility (RVR): 0 Ft.	Visibility (RVV) 0	SM	Intensity of Precipitation: Unknown		
Restrictions to Visibility: None					
Type of Precipitation: None					

Accident Information

Aircraft Damage: Destroyed	Aircraft Fire: None	Aircraft Explosion: None
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Classification: U.S. Registered/U.S. Soil

- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot	1				1
Second Pilot					
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew					
Passengers	1				1
- TOTAL ABOARD -	2				2
Other Ground	0	0	0		0
- GRAND TOTAL -	2	0	0		2

National Transportation Safety Board

FACTUAL REPORT

AVIATION



NTSB ID: DEN93FA090

Occurrence Date: 07/28/1993

Occurrence Type: Accident

Administrative Information

Investigator-In-Charge (IIC)

NORMAN F. WIEMEYER,

Additional Persons Participating in This Accident/Incident Investigation:

ROBERT MCINTYRE
FSDO
SALT LAKE CITY, UT 84100