

National Transportation Safety Board  
Washington, DC 20594

Brief of Accident

Adopted 11/14/1994

FTW94LA064  
File No. 106                      01/13/1994                      COLO. SPRINGS, CO                      Aircraft Reg No. N2974W                      Time (Local): 12:00 MST

Make/Model:	BELLANCA / 8KCAB-180	Fatal	0	Serious	0	Minor/None	1
Engine Make/Model:	LYCOMING / AEIO-360-H1A	Crew	0				
Aircraft Damage:	Destroyed	Pass	0		0		1
Number of Engines:	1						
Operating Certificate(s):	None						
Type of Flight Operation:	Personal						
Reg. Flight Conducted Under:	Part 91: General Aviation						

Last Depart. Point:	Same as Accident/Incident Location	Condition of Light:	Day
Destination:	Local Flight	Weather Info Src:	Weather Observation Facility
Airport Proximity:	On Airport	Basic Weather:	Visual Conditions
Airport Name:	COLORADO SPRINGS	Lowest Ceiling:	None
Runway Identification:	17R	Visibility:	10.00 SM
Runway Length/Width (Ft):	11021 / 150	Wind Dir/Speed:	190 / 009 Kts
Runway Surface:	Asphalt	Temperature (°C):	8
Runway Surface Condition:	Dry	Precip/Obscuration:	None / None

Pilot-in-Command	Age: 47	Flight Time (Hours)
Certificate(s)/Rating(s)		Total All Aircraft: 196
Private; Single-engine Land		Last 90 Days: 12
Instrument Ratings		Total Make/Model: 8
None		Total Instrument Time: UnK/Nr

DURING TAKEOFF ROLL, THE AIRCRAFT DEPARTED THE LEFT SIDE OF THE RUNWAY AND THEN BECAME AIRBORNE. AFTER THE LOSS OF DIRECTIONAL CONTROL, THE AIRPLANE PITCHED UP AND ROLLED LEFT FOLLOWED BY AN IMPACT ON THE LEFT WING AND NOSE IN THE AIRPORT INFIELD.

Brief of Accident (Continued)

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Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (F) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

2. (C) STALL - INADVERTENT - PILOT IN COMMAND

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

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

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

AN INADVERTENT STALL DURING INITIAL CLIMB FOLLOWING TAKEOFF. A FACTOR WAS FAILURE BY THE PILOT TO MAINTAIN DIRECTIONAL CONTROL.