

National Transportation Safety Board  
Washington, DC 20594

Brief of Accident

Adopted 03/31/1998

IAD96LA137  
File No. 1981                      08/18/1996                      WATERFORD, OH                      Aircraft Reg No. N88428                      Time (Local): 19:15 EDT

Make/Model: Bellanca / 8KCAB  
Engine Make/Model: Lycoming / IO-320-E1B  
Aircraft Damage: Substantial  
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	0	0	1
Pass	0	1	0

Last Depart. Point: Same as Accident/Incident Location  
Destination: Local Flight  
Airport Proximity: Off Airport/Airstrip

Condition of Light: Day  
Weather Info Src: Weather Observation Facility  
Basic Weather: Visual Conditions  
Lowest Ceiling: 15000 Ft. AGL, Broken  
Visibility: 8.00 SM  
Wind Dir/Speed: Light and Variable  
Temperature (°C): 24  
Precip/Obscuration: None / None

Pilot-in-Command                      Age: 61

Flight Time (Hours)

Certificate(s)/Rating(s)  
Private; Single-engine Land  
Instrument Ratings  
None

Total All Aircraft: 700  
Last 90 Days: Unk/Nr  
Total Make/Model: 100  
Total Instrument Time: UnK/Nr

The pilot/owner asked the passenger if she wanted a ride in his airplane. The passenger stated that during takeoff, she felt as if the airplane was going straight up with the control stick full back. She stated that the left wing went down, and she thought that the pilot was turning left. A private pilot witness on the ground, watching the takeoff, stated that the airplane appeared to be going straight up, and at approximately 100 feet off the ground, the airplane did what the witness called a 'Hammerhead Stall.' The witness never heard the engine stop running. He stated that the airplane descended below a hill, out of his sight, then he heard the noise of impact. The pilot/owner of the airplane stated to the local police that he thought 'he lost power, that the engine just wasn't pulling' and that he thought he reached 600 feet in altitude. The airplane wreckage had collapsed fixed main landing gear with minimum ground scarring. There were fresh deep cuts in the dirt of the rough surrounding turf and both tips of the propeller blade were twisted and bent aft.

Brief of Accident (Continued)

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Occurrence #1:     ABRUPT MANEUVER  
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) PULL-UP - ABRUPT - PILOT IN COMMAND
  2. (C) IMPROPER DECISION - PILOT IN COMMAND
  3. (C) LOW ALTITUDE FLIGHT/MANEUVER - MISJUDGED - PILOT IN COMMAND
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Occurrence #2:     LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: MANEUVERING

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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.  
the pilot's decision to abruptly maneuver the airplane with insufficient altitude to recover.