		NTSB ID: IAD96LA137		Aircraft Registration Number: N88428	
		Occurrence Date: 08/18/1996		Most Critical Injury: Serious	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place WATERFORD		State OH	Zip Code 45786	Local Time 1915	Time Zone EDT
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					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>HISTORY OF FLIGHT On August 18, 1996, at 1930 eastern daylight time, a Bellanca, 8KCAB, N88428, impacted the ground shortly after takeoff from My Way Airport, in Waterford, Ohio. The private pilot/owner was not injured, the passenger was seriously injured and the airplane sustained substantial damage. No flight plan had been filed and visual meteorological conditions existed at the time of the accident. The local flight was conducted under 14 CFR Part 91.</p> <p>The passenger stated that the pilot approached her and asked if she would like a ride in his airplane. A witness near the runway watching the takeoff stated that the airplane started to climb very quickly and then began what the witness thought was a left turn in an attempt to get back to the airstrip. The witness stated that when the airplane went down below a hill, he could hear the engine running and then the noise of the crash. The witness stated that the airplane got approximately 100 feet off the ground.</p> <p>When the pilot was interviewed by the State Highway Patrol shortly after the accident, he stated that "after I got off the end of the runway, I lost power. The engine wasn't pulling, I made the decision I could return to the runway." When asked by the State Highway Patrol how high he got above the ground, the pilot answered, "I'd say 600 feet".</p> <p>The FAA Inspector asked the passenger if there was anything unusual about the airplane's attitude when they departed the runway and the passenger replied that it "seemed as if they went straight up, the aircraft turned left and then straight down." The passenger stated that one of the things that stuck in her mind was that when they took off, the control stick, which she had never flown in an airplane with one before, was pulled all the way back. The passenger stated that her husband commented that it looked like "we did a hammerhead stall" when we took off. The passenger stated that she did not hear any strange noises and that the airplane sounded normal.</p> <p>PERSONNEL INFORMATION On the pilot/operator aircraft accident report, the private pilot wrote that he had a total of 700 hours of flight time, with 100 in this make and model. The pilot did not fill in the amount of time he has flown in the last 24 hours, 30 days and 90 days. The last FAA medical certificate issued to the private pilot was a third class medical dated 04/24/89.</p> <p>WRECKAGE AND IMPACT INFORMATION The FAA Inspector inspected the wreckage and found no anomalies with the airframe or engine. A fuel sample was taken from the wreckage and sent to the Aerospace Fuels Laboratory at Wright-Patterson AFB in Dayton, Ohio.</p> <p>Photographs of the wreckage and the ground scar show that the airplane impacted the ground in a relatively flat attitude with a high rate of vertical velocity, collapsing the fixed main landing gear. The short ground scar near the wreckage had deep groves cut into the dirt of the surrounding rough grass. Both tips of the propeller blade were bent and twisted aft.</p>					
FACTUAL REPORT - AVIATION					

National Transportation Safety Board

FACTUAL REPORT

AVIATION

SAFETY BOARD


NTSB ID: IAD96LA137


Occurrence Date: 08/18/1996

Occurrence Type: Accident

Narrative (Continued)

ADDITIONAL INFORMATION The results from the test on the fuel taken from the wreckage done at the Aerospace Fuels Laboratory at Wright-Patterson AFB indicate that the fuel was automotive gasoline. The airplane logbooks reviewed did not show that the airplane was approved for automotive gasoline. The pilot/owner indicated that he did not know how his airplane was fueled with the automotive fuel.

 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: IAD96LA137			
		Occurrence Date: 08/18/1996			
		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: Grass/turf					
Runway Surface Condition: Rough; Vegetation					
Type Instrument Approach: NONE					
VFR Approach/Landing: None					
Aircraft Information					
Aircraft Manufacturer Bellanca		Model/Series 8KCAB		Serial Number 16275	
Airworthiness Certificate(s): Acrobatic					
Landing Gear Type: Tailwheel					
Homebuilt Aircraft? No	Number of Seats: 2	Certified Max Gross Wt.	1153 LBS	Number of Engines: 1	
Engine Type: Reciprocating	Engine Manufacturer: Lycoming	Model/Series: IO-320-E1B	Rated Power: 150 HP		
- Aircraft Inspection Information					
Type of Last Inspection Annual	Date of Last Inspection 12/1995	Time Since Last Inspection 4 Hours	Airframe Total Time 589 Hours		
- Emergency Locator Transmitter (ELT) Information					
ELT Installed? Yes	ELT Operated? No	ELT Aided in Locating Accident Site?			
Owner/Operator Information					
Registered Aircraft Owner FRED B. MASON		Street Address ROUTE 2, BOX 274			
		City WATERFORD	State OH	Zip Code 45786	
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: IAD96LA137
	Occurrence Date: 08/18/1996
	Occurrence Type: Accident

First Pilot Information

Name On File	City On File	State On File	Date of Birth On File	Age 61
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Sex: M	Seat Occupied: Rear	Principal Profession: Unknown	Certificate Number: On File
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Certificate(s): Private

Airplane Rating(s): Single-engine Land

Rotorcraft/Glider/LTA: None

Instrument Rating(s): None

Instructor Rating(s): None

Type Rating/Endorsement for Accident/Incident Aircraft?	Current Biennial Flight Review?
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Medical Cert.: Class 1	Medical Cert. Status: Expired	Date of Last Medical Exam: 04/1989
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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	700	100								
Pilot In Command(PIC)										
Instructor										
Last 90 Days										
Last 30 Days										
Last 24 Hours										

Seatbelt Used? Yes	Shoulder Harness Used? No	Toxicology Performed?	Second Pilot? No
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Flight Plan/Itinerary

Type of Flight Plan Filed: None

Departure Point Same as Accident/Incident Location	State	Airport Identifier PVT	Departure Time 1930	Time Zone EDT
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Destination Local Flight	State	Airport Identifier	
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Type of Clearance: None

Type of Airspace: Class E

Weather Information

Source of Briefing:
No record of briefing

Method of Briefing:

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: IAD96LA137
	Occurrence Date: 08/18/1996
	Occurrence Type: Accident

Weather Information					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
KPK	1950	EDT	858 Ft. MSL	20 NM	145 Deg. Mag.
Sky/Lowest Cloud Condition: Unknown			0 Ft. AGL	Condition of Light: Day	
Lowest Ceiling: Broken		15000 Ft. AGL		Visibility: 8 SM	Altimeter: 30.00 "Hg
Temperature: 24 °C	Dew Point: 17 °C	Wind Direction: Variable		Density Altitude: Ft.	
Wind Speed: Light and Variable		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: Substantial	Aircraft Fire: None	Aircraft Explosion: None

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 -		1		1	2
Other Ground	0	0	0		0
- GRAND TOTAL -	0	1	0	1	2

National Transportation Safety Board

FACTUAL REPORT

AVIATION



NTSB ID: IAD96LA137

Occurrence Date: 08/18/1996

Occurrence Type: Accident

Administrative Information

Investigator-In-Charge (IIC)

JAMES J. CAIN

Additional Persons Participating in This Accident/Incident Investigation:

LARRY DUBROWSKI
COLUMBUS FSDO
COLUMBUS, OH 43219