



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	LONGMONT, CO	<b>Accident Number:</b>	FTW94LA088
<b>Date &amp; Time:</b>	03/01/1994, 0545 MST	<b>Registration:</b>	N2181Q
<b>Aircraft:</b>	CESSNA 177RG	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

DURING INITIAL CLIMB FOLLOWING TAKEOFF, THE AIRCRAFT STALLED AND IMPACTED TERRAIN OFF THE END OF THE RUNWAY. EXAMINATION BY THE LOCAL POLICE, WITHIN 20 MINUTES FOLLOWING THE ACCIDENT, PROVIDED EVIDENCE OF ICE ON ALL AIRCRAFT SURFACES. THE PILOT ALSO STATED THAT HE HAD FAILED TO PROPERLY REMOVE ICE FROM THE AIRCRAFT.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: AN INADVERTENT STALL DUE TO IMPROPER PREFLIGHT AND THE PILOT'S FAILURE TO ADEQUATELY REMOVE ICE FROM THE AIRCRAFT. A FACTOR WAS AIRFRAME ICING.

## Findings

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Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (F) FLIGHT CONTROL SURFACES/ATTACHMENTS - ICE
2. (F) FUSELAGE - ICE
3. (F) WING - ICE
4. (C) AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
5. (C) ICE/FROST REMOVAL FROM AIRCRAFT - INADEQUATE - PILOT IN COMMAND
6. (C) STALL - INADVERTENT - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

### Findings

7. TERRAIN CONDITION - OPEN FIELD

## Factual Information

On March 1, 1994, at 0545 mountain standard time, a Cessna 177RG, N2181Q, sustained substantial damage after control was lost following takeoff from Vance Brand Airport, Longmont, Colorado. The pilot and passenger received minor injuries. Visual meteorological conditions prevailed for this personal flight to Montevideo, Minnesota. An IFR flight plan was on file.

According to the pilot, the aircraft could not be kept airborne following takeoff from runway 29. The left wing was damaged and the fuselage was buckled.

According to the responding Longmont police officer, who was a pilot, the aircraft wings and fuselage were coated with ice when he arrived on scene approximately 20 minutes following the accident. The officer stated that icing conditions were not present at the time, but freezing rain had fallen for most of the previous evening.

In a statement to the responding police officer, the pilot stated that he made a mistake and did not deice the aircraft sufficiently prior to takeoff. (See attached police report). According to the enclosed pilot report, there was a slight "buffet" without a stall warning horn "just prior to impact."

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	31, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	05/04/1993
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1161 hours (Total, all aircraft), 110 hours (Total, this make and model), 504 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N2181Q
Model/Series:	177RG 177RG	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	177RG0581
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	02/21/1994, 100 Hour	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:	7 Hours	Engines:	1 Reciprocating
Airframe Total Time:	6016 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-360-A1E6D
Registered Owner:	MD AIR, INC.	Rated Power:	200 hp
Operator:	DEBRUZZI, MICHAEL S.	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Bright
Observation Facility, Elevation:	BJC, 5500 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	0458 MST	Direction from Accident Site:	180°
Lowest Cloud Condition:	Scattered / 1800 ft agl	Visibility	20 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-4° C / -9° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	IFR
Destination:	MONTEVIDEO, MN (MVE)	Type of Clearance:	IFR
Departure Time:	0544 MST	Type of Airspace:	Class G

## Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	

## Administrative Information

**Investigator In Charge (IIC):** NORMAN F WIEMEYER , **Report Date:** 02/14/1995

**Additional Participating Persons:** ALLEN J LUNDQUIST; DENVER, CO

**Publish Date:**

**Investigation Docket:** NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at [pubinq@ntsb.gov](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).