



National Transportation Safety Board Aviation Accident Final Report

Location:	SUMMERDALE, AL	Accident Number:	ATL94LA112
Date & Time:	06/02/1994, 1715 CDT	Registration:	N53819
Aircraft:	BELLANCA 8GCBC	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation -

Analysis

DURING TAKEOFF, THE PILOT FELT A JERK IN THE FLIGHT CONTROLS AND ELECTED TO ABORT THE TAKEOFF PROCEDURE AFTER THE AIRPLANE WAS AIRBORNE. ACCORDING TO THE PILOT, CONTROL OF THE AIRCRAFT WAS MAINTAINED UNTIL THE AIRCRAFT ENTERED A LEFT TURN AT 40 MPH. THE AIRPLANE TOUCHED DOWN OFF THE LEFT SIDE OF THE RUNWAY, ROLLED OFF THE DEPARTURE END, AND THROUGH THE AIRPORT PERIMETER FENCE. EXAMINATION OF THE AIRPLANE FAILED TO DISCLOSE A MECHANICAL PROBLEM.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO MAINTAIN AIRSPEED DURING TAKEOFF.

Findings

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

Findings

1. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: TAKEOFF

Findings

3. OBJECT - FENCE

Factual Information

On June 2, 1994, at 1715 central daylight time, a Bellanca 8GCBC, N53819, collided with trees and a fence on the departure end of the south runway, during an aborted takeoff attempt from a private airstrip near Summerdale, Alabama. The flight operated under 14 CFR Part 91 with no flight plan filed. Visual weather conditions prevailed at the time of the accident. The airplane sustained substantial damage and the pilot was not injured. The accident occurred during the initial takeoff attempt.

During an attempted takeoff, the pilot felt a jerk in the flight controls and elected to abort the takeoff procedure after the airplane was airborne. According to the pilot, the airplane was controllable until the airplane entered a left turn at 40 mph. The airplane collided with a small stand of trees and a fence off the departure end of the runway. Examination of the airplane failed to disclose a mechanical problem. The pilot report that the left aileron push rod was broken and appeared to have jammed the flight controls. The metallurgist factual report of the left aileron push rod assembly stated that the examination of the assembly revealed features typical of a bending overstress, and there was no evidence of preexisting defects (see attached metallurgist's factual report). According to the operator's handbook, the airplane will stall between 51 and 52 mph with normal takeoff flaps and takeoff power; stall airspeed information in a turn was not determined, but typically the stall airspeed in a turn would be higher than 52 mph.

Pilot Information

Certificate:	Commercial; Private	Age:	43, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	06/02/1994
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	6500 hours (Total, all aircraft), 600 hours (Total, this make and model), 6200 hours (Pilot In Command, all aircraft), 200 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELLANCA	Registration:	N53819
Model/Series:	8GCBC 8GCBC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	201-76
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	06/16/1993, Annual	Certified Max Gross Wt.:	2150 lbs
Time Since Last Inspection:	324 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2254 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-360-C3F
Registered Owner:	KIWI SKYSIPES	Rated Power:	160 hp
Operator:	KIWI SKYSIPES	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MOB, 218 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	1754 CDT	Direction from Accident Site:	295°
Lowest Cloud Condition:	Scattered / 2500 ft agl	Visibility	10 Miles
Lowest Ceiling:	Broken / 25000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	23° C / 22° C
Precipitation and Obscuration:			
Departure Point:	(NONE)	Type of Flight Plan Filed:	None
Destination:	(NONE)	Type of Clearance:	None
Departure Time:	1815 CDT	Type of Airspace:	Class G

Airport Information

Airport:	BONNER (NONE)	Runway Surface Type:	Grass/turf
Airport Elevation:	124 ft	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	2600 ft / 200 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	PHILLIP POWELL,	Report Date:	04/25/1995
Additional Participating Persons:	GARY L SOLDWISCH; BIRMINGHAM, AL		
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 pubinquiry@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](#).