



National Transportation Safety Board Aviation Accident Data Summary

Location:	Stoughton, WI	Accident Number:	CEN11LA536
Date & Time:	08/01/2011, 0920 CDT	Registration:	N74260
Aircraft:	BELLANCA 14-13	Injuries:	2 Serious
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot reported that he performed an engine run-up prior to takeoff and everything was normal. He had the flaps extended 2 notches when he initiated the takeoff to the north on the 2,500-foot-long wet grass runway. The airplane became airborne about half way down the runway. The pilot stated that upon reaching 65 to 70 mph, he reduced the flaps to 1 notch to maintain the best rate of climb. He stated that the airplane cleared the initial group of trees, then it began to descend. The airplane subsequently contacted the trees and sustained substantial damage to the fuselage and both wings. A witness said the airplane was “mushy” during the takeoff and the nose remained high prior to the right wing dropping and the airplane descending. The airplane was about 190 pounds under gross weight and the density altitude was approximately 2,600 feet. The operation of the airplane near maximum gross weight at a high density altitude on a wet grass runway degraded the airplane’s takeoff performance. A postaccident examination of the airplane and engine did not reveal any anomalies that would have precluded any normal operation. The pilot reported that he did not get the landing gear retracted prior to impact.

Flight Events

Initial climb - Loss of control in flight
Initial climb - Collision with terr/obj (non-CFIT)

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot’s improper preflight planning and his failure to gain proper airspeed during takeoff from a grass airstrip resulting in a stall, the loss of control, and subsequent impact with the trees. Contributing to the accident was the pilot operating the airplane at near maximum gross weight and the high density altitude.

Findings

Aircraft-Aircraft handling/service-Loading-(general)-Not specified - F
Aircraft-Aircraft systems-Landing gear system-Main landing gear-Incorrect use/operation - F
Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C
Environmental issues-Conditions/weather/phenomena-Temp/humidity/pressure-High density altitude-Effect on operation - F

Pilot Information

Certificate:	Private	Age:	51
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	375 hours (Total, all aircraft), 169 hours (Total, this make and model), 292 hours (Pilot In Command, all aircraft), 55 hours (Last 90 days, all aircraft), 24 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	BELLANCA	Registration:	N74260
Model/Series:	14-13	Engines:	1 Reciprocating
Operator:	CROSS RICHARD G	Engine Manufacturer:	FRANKLIN
Air Carrier Operating Certificate:	None	Engine Model/Series:	6A4-165 B3
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	MSN, 887 ft msl	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	None
Condition of Light:	Day	Wind Speed/Gusts, Direction:	4 knots, Variable
Temperature:	28° C / 23° C	Visibility:	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Stoughton, WI (2W16)	Destination:	Worthington, MN (OTG)

Airport Information

Airport:	Matson Airport	Runway Surface Type:	Grass/turf
Runway Used:	36	Runway Surface Condition:	Dry
Runway Length/Width:	2500 ft / 100 ft		

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None

Administrative Information

Investigator In Charge (IIC):	Pamela S Sullivan	Adopted Date:	12/01/2011
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=81335		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government

agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.