



Aviation Investigation Final Report

Location:	BURLINGTON, Colorado	Accident Number:	DEN90LA051
Date & Time:	February 6, 1990, 14:30 Local	Registration:	N11641
Aircraft:	BELLANCA 7KCAB	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

THE INSTRUCTOR PILOT (CFI) SAID THE DUAL STUDENT WAS MAKING A TAKEOFF. DURING THE GROUND RUN, THE AIRPLANE SWERVED LEFT, BUT ACCORDING TO THE CFI, HE WAS ABLE TO CORRECT THE SWERVE. THE CFI SAID THAT WHEN THE TAIL WHEEL LIFTED, THE PLANE TURNED HARD LEFT, AND THE CFI WAS UNABLE TO REGAIN DIRECTIONAL CONTROL BEFORE THE PLANE STRUCK A SNOW BANK ON THE LEFT SIDE OF THE RWY. THE PLANE NOSED OVER AND CAME TO REST INVERTED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FAILURE OF THE DUAL STUDENT TO CORRECT A GROUND LOOP SWERVE DURING TAKEOFF GROUND RUN. INADEQUATE SUPERVISION BY THE CFI WAS A FACTOR IN THE ACCIDENT.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (C) GROUND LOOP/SWERVE - NOT CORRECTED - DUAL STUDENT
2. (F) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

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

Findings

3. TERRAIN CONDITION - SNOWBANK

Occurrence #3: NOSE OVER
Phase of Operation: TAKEOFF - ROLL/RUN

Factual Information

Pilot Information

Certificate:	Airline transport; Commercial; Flight instructor	Age:	46, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	April 11, 1989
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	10100 hours (Total, all aircraft), 125 hours (Total, this make and model), 9900 hours (Pilot In Command, all aircraft), 35 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELLANCA	Registration:	N11641
Model/Series:	7KCAB 7KCAB	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	302-72
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1635 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	IO-320-E2A
Registered Owner:	UNKNOWN	Rated Power:	150 Horsepower
Operator:	JOHN F. TAYLOR	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	BURLINGTON , CO (5CO)	Type of Flight Plan Filed:	VFR
Destination:	(5CO)	Type of Clearance:	None
Departure Time:	14:30 Local	Type of Airspace:	

Airport Information

Airport:	KIT CARSON 5C0	Runway Surface Type:	Concrete
Airport Elevation:	4217 ft msl	Runway Surface Condition:	Dry
Runway Used:	15	IFR Approach:	None
Runway Length/Width:	5200 ft / 75 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	39.299781,-102.27095(est)

Administrative Information

Investigator In Charge (IIC):	Collins, Robert
Additional Participating Persons:	MIKE DAVIES; DENVER , CO
Original Publish Date:	September 29, 1992
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=17888

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).