## National Transportation Safety Board Washington, DC 20594

## **Brief of Accident**

## Adopted 06/30/2004

ATI	L03	LA033
AH	LUS	LAUSS

File No. 15616	01/10/2003	Melbourne, FL	Aircraft Reg No. I	N235BW	Time (Local): 13:05 EST		
Engine Make/Mo Aircraft Dam Number of Engi Operating Certificat Type of Flight Opera	e(s): None		Crew Pass	Fatal 0 0	Serious 0 0	Minor/None 1 0	
Last Depart. Point: Destination: Airport Proximity: Airport Name: Runway Identification: Runway Length/Width (Ft): Runway Surface: Runway Surface Condition: Same as Accident/Incident Location On Airport Melbourne International 27R 6000 / 150 Asphalt Dry			Condition of Light: Day Weather Info Src: Weather Observation Facility Basic Weather: Visual Conditions Lowest Ceiling: 4900 Ft. AGL, Broken Visibility: 10.00 SM Wind Dir/Speed: 280 / 015 Kts Temperature (°C): 23 Precip/Obscuration: None / None				
Pilot-in-Command Age: 52  Certificate(s)/Rating(s) Private; Multi-engine Land; Single-engine Land nstrument Ratings None			Т	Flight Time (Hours)  Total All Aircraft: 2000  Last 90 Days: Unk/Nr  Total Make/Model: Unk/Nr  Total Instrument Time: UnK/Nr			

According to the pilot, the purpose of the airplane operation was to complete high speed taxi maneuvers as part of the aircraft certification requirement. However, during the high speed taxi, the pilot raised the nose of the airplane and it became airborne. The airplane climbed with a high angle of attack to approximately 100 feet. The pilot then reduced the power to idle and lowered the airplane nose. The airplane collided with the ground as the pilot attempted to recover from the inadvertent flight. No mechanical failures were reported. Examination of the airplane revealed cracks in both wings and collapsed landing gear. Aircraft maintenance logs were not recovered for examination.

## Brief of Accident (Continued)

ATL03LA033

File No. 15616 01/10/2003 Melbourne, FL Aircraft Reg No. N235BW Time (Local): 13:05 EST

Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: TAKEOFF - ABORTED

Findings

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

2. STALL - INADVERTENT - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

3. TERRAIN CONDITION - RUNWAY

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows. The pilot's inadvertent liftoff and his failure to maintain airspeed which resulted in a stall.