



Brief of Accident (Continued)

DEN01FA044  
File No. 11990                      01/24/2001                      Watkins, CO                      Aircraft Reg No. N602MC                      Time (Local): 11:27 MST

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Occurrence #1:     ABRUPT MANEUVER  
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) AIRCRAFT WEIGHT AND BALANCE - IMPROPER - PILOT IN COMMAND
2. (F) AIRCRAFT HANDLING - ABRUPT - PILOT IN COMMAND

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Occurrence #2:     AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

3. (F) WINDOW,CANOPY - FAILURE

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Occurrence #3:     LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

4. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. (F) DIVERTED ATTENTION - PILOT IN COMMAND
6. (C) STALL/MUSH - INADVERTENT - PILOT IN COMMAND
7. (F) LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
8. (F) FATIGUE(CIRCADIAN RHYTHM) - PILOT IN COMMAND

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Occurrence #4:     IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

Findings

9. TERRAIN CONDITION - OPEN FIELD

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

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The National Transportation Safety Board determines the probable cause(s) of this accident as follows.  
The pilot's failure to maintain aircraft control, and the subsequent inadvertent stall/mush. Factors were the pilot's diverted attention due to the failure of the rear canopy's acrylic transparency and the loss of communication with his back seat passenger, the pilot's lack of recent experience in make/model airplane, the airplane's improper aft weight distribution (center of gravity), and the pilot's fatigue (circadian rhythm).