



# Aviation Investigation Final Report

<b>Location:</b>	RICHMOND, Texas	<b>Accident Number:</b>	FTW92FA127
<b>Date &amp; Time:</b>	May 9, 1992, 16:15 Local	<b>Registration:</b>	N3210R
<b>Aircraft:</b>	NANCHANG YAK-18A	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	2 Fatal
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE MILITARY VINTAGE TRAINER MADE A LOW PASS OVER THE ACTIVE RUNWAY OF A LOCAL AIRPARK THAT WAS HOSTING THEIR ANNUAL FLY-IN FOR FRIENDS OF THE RESIDENTS OF THE PRIVATELY OWNED AIRPARK. THE BACK SEAT OF THE TANDEM AIRPLANE WAS OCCUPIED BY A FORMER SOVIET AIR FORCE PILOT WHO RESIDED AT THE AIRPARK AND USED TO BE AN INSTRUCTOR AND MECHANIC IN THE SAME TYPE OF AIRPLANE IN HIS NATIVE COUNTRY. AT THE COMPLETION OF THE HIGH SPEED LOW PASS, FULL POWER WAS ADDED AND THE NOSE PITCHED UP TO 35 DEGREES AS A RAPID RIGHT TURN DEVELOPED. AN ACCELERATED STALL DEVELOPED DURING THE ATTEMPTED ROLL AND THE AIRPLANE IMPACTED THE GROUND IN A NOSE DOWN ATTITUDE.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: INADVERTENT STALL. FACTORS WERE THE PILOT'S OSTENTATIOUS DISPLAY AND THE LOW ALTITUDE.

## Findings

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

### Findings

1. LOW PASS - PERFORMED - PILOT PASSENGER

2. AEROBATICS - ATTEMPTED - PILOT PASSENGER
3. (F) OSTENTATIOUS DISPLAY - PILOT PASSENGER
4. (C) STALL - INADVERTENT - PILOT PASSENGER
5. (F) ALTITUDE - INADEQUATE - PILOT PASSENGER

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

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Occurrence #3: FIRE/EXPLOSION

Phase of Operation: OTHER

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	44, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	May 30, 1990
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	185 hours (Total, all aircraft), 22 hours (Total, this make and model), 160 hours (Pilot In Command, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	NANCHANG	<b>Registration:</b>	N3210R
<b>Model/Series:</b>	YAK-18A YAK-18A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Experimental (Special)	<b>Serial Number:</b>	2232036
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	February 28, 1992 Annual	<b>Certified Max Gross Wt.:</b>	3086 lbs
<b>Time Since Last Inspection:</b>	22 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	4020 Hrs	<b>Engine Manufacturer:</b>	Housia
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	6A
<b>Registered Owner:</b>	IMLE, BARCLAY C.	<b>Rated Power:</b>	285 Horsepower
<b>Operator:</b>	IMLE, BARCLAY C.	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	HOU ,35 ft msl	<b>Distance from Accident Site:</b>	25 Nautical Miles
<b>Observation Time:</b>	15:51 Local	<b>Direction from Accident Site:</b>	98°
<b>Lowest Cloud Condition:</b>	Unknown	<b>Visibility</b>	12 miles
<b>Lowest Ceiling:</b>	Broken / 4700 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	13 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	160°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	LA PORTE , TX (T41 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	15:45 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 Fatal	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	On-ground
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	On-ground
<b>Total Injuries:</b>	2 Fatal	<b>Latitude, Longitude:</b>	29.580852,-95.760437(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Casanova, Hector
<b>Additional Participating Persons:</b>	JERRY K LINDQUESTER; HOUSTON , TX
<b>Original Publish Date:</b>	June 30, 1993
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=18358">https://data.nts.gov/Docket?ProjectID=18358</a>

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