Aviation Investigation Final Report

Location:	LONGMONT, Colorado	**Accident Number:**	FTW96LA270
Date & Time:	June 23, 1996, 20:45 Local	**Registration:**	N227ER
Aircraft:	American AG5B	**Aircraft Damage:**	Destroyed
Defining Event:		**Injuries:**	2 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

According to the passenger, the pilot said the 'impossible turn' was not impossible and that he would demonstrate. The pilot pulled back the throttle and made a 20 degree left bank without lowering the nose. The airplane stalled and 'porpoised' to the ground. According to the pilot, at an altitude between 700 and 900 feet agl, he reduced power 'a few hundred' rpm to simulate a power loss, and lowered the nose. The stall warning sounded and the airplane entered a right spin. The pilot was able to recover, but the airplane entered a left spin. The pilot was again able to stop the spin, but the airplane 'wobbled' and collided with terrain.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: An inadvertent stall spin. Factors were the pilot's intentional maneuver at an altitude insufficient to ensure a safe recovery, and overconfidence in his personal ability.

Findings

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

Findings
1. MANEUVER - INTENTIONAL - PILOT IN COMMAND
2. OSTENTATIOUS DISPLAY - PILOT IN COMMAND
3. (F) ALTITUDE - INADEQUATE - PILOT IN COMMAND
4. (F) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

5. (C) STALL/SPIN - INADVERTENT - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings
6. TERRAIN CONDITION - RESIDENTIAL AREA

Factual Information

On June 23, 1996, at 2045 mountain daylight time, an American General AG5B, N227ER, was destroyed while maneuvering at Longmont, Colorado. The private pilot and student pilot rated-passenger received minor injuries. Visual meteorological conditions prevailed, and no flight plan was filed for the personal flight conducted under Title 14 CFR Part 91. The flight was originating at the time of the accident.

The following is based on the Pilot/Operator Aircraft Accident Report. The pilot said he departed on runway 29 and climbed at 85 kias (knots indicated airspeed), then lowered the nose and continued climbing at 65 kias. At 700 feet agl (above ground level), he reduced engine power by "a few hundred" rpm to simulate a partial power loss and lowered the nose. The stall warning sounded and he lowered the nose further and "possibly" increased power. The airplane entered a right spin and the pilot was able to recover at an estimated altitude between 200 and 300 feet agl. The airplane immediately entered a left spin. The pilot was again able to stop the spin, then the airplane collided with terrain.

According to the student pilot-rated passenger, the pilot told him the "impossible turn" was not impossible and that he would demonstrate. As the airplane climbed through 700 feet agl, the pilot pulled back the throttle and made a 20 degree left bank without lowering the nose. The airplane stalled and "porpoised" to the ground.

Numerous ground witnesses reported seeing the airplane spinning before impact.

Pilot Information

Certificate:	Private	**Age:**	41,Male
Airplane Rating(s):	Single-engine land	**Seat Occupied:**	Left
Other Aircraft Rating(s):	None	**Restraint Used:**	
Instrument Rating(s):	None	**Second Pilot Present:**	Yes
Instructor Rating(s):	None	**Toxicology Performed:**	No
Medical Certification:	Class 3 Unknown	**Last FAA Medical Exam:**	July 6, 1994
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	
Flight Time:	280 hours (Total, all aircraft), 230 hours (Total, this make and model), 35 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	American	**Registration:**	N227ER
Model/Series:	AG5B AG5B	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	10114
Landing Gear Type:	Tricycle	**Seats:**	4
Date/Type of Last Inspection:	May 20, 1996 Annual	**Certified Max Gross Wt.:**	2400 lbs
Time Since Last Inspection:	13 Hrs	**Engines:**	1 Reciprocating
Airframe Total Time:	1160 Hrs	**Engine Manufacturer:**	Lycoming
ELT:	Installed, activated, did not aid in locating accident	**Engine Model/Series:**	O-360-A4K
Registered Owner:	FREDERICK S. DUNLAP	**Rated Power:**	180 Horsepower
Operator:		**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:**	Dusk
Observation Facility, Elevation:	BJC ,5671 ft msl	**Distance from Accident Site:**	19 Nautical Miles
Observation Time:	20:45 Local	**Direction from Accident Site:**	156°
Lowest Cloud Condition:	Scattered / 8000 ft AGL	**Visibility**	40 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	10 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	290°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	30 inches Hg	**Temperature/Dew Point:**	21°C / 12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(2V2)	**Type of Flight Plan Filed:**	None
Destination:		**Type of Clearance:**	None
Departure Time:	20:45 Local	**Type of Airspace:**	Class E

Airport Information

Airport:		**Runway Surface Type:**	
Airport Elevation:		**Runway Surface Condition:**	
Runway Used:	0	**IFR Approach:**	
Runway Length/Width:		**VFR Approach/Landing:**	Touch and go

Wreckage and Impact Information

Crew Injuries:	1 Minor	**Aircraft Damage:**	Destroyed
Passenger Injuries:	1 Minor	**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	2 Minor	**Latitude, Longitude:**	40.170364,-105.210586(est)

Administrative Information

Investigator In Charge (IIC):	Scott, Arnold
Additional Participating Persons:	
Original Publish Date:	December 16, 1996
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=19878