



Aviation Investigation Final Report

Location:	FRIONA, Texas	Accident Number:	FTW90LA016
Date & Time:	October 22, 1989, 18:00 Local	Registration:	N7632S
Aircraft:	BELLANCA 7KCAB	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE STUDENT PILOT WAS DEPARTING FROM THE PRIVATE AIRSTRIP AND EXECUTED AN AEROBATIC MANEUVER DURING THE INITIAL CLIMB. THE AIRCRAFT STALLED AT APPROXIMATELY 200 FEET AGL AND DESCENDED UNCONTROLLED TO IMPACT INTO A WHEAT FIELD. THE INEXPERIENCED PILOT HAD INSUFFICIENT ALTITUDE TO RECOVER FROM THE MANEUVER. THE PILOT'S FATHER STATED THAT HIS SON HAD BEEN WARNED OF THE DANGERS OF THIS PRACTICE ON NUMEROUS PRIOR OCCASIONS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S DECISION TO PERFORM AN AEROBATIC MANEUVER DURING INITIAL CLIMB OUT WITH INADEQUATE ALTITUDE FOR RECOVERY.

Findings

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

Findings

1. (F) AEROBATICS - PERFORMED - PILOT IN COMMAND
2. (F) OSTENTATIOUS DISPLAY - PILOT IN COMMAND
3. (F) STALL - ENCOUNTERED - PILOT IN COMMAND
4. (F) LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
5. (C) ALTITUDE - INADEQUATE - PILOT IN COMMAND

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

Findings

- 6. TERRAIN CONDITION - OPEN FIELD
- 7. LEVEL OFF - NOT POSSIBLE - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	None	Age:	25, Male
Airplane Rating(s):	None	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Expired	Last FAA Medical Exam:	July 9, 1986
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	120 hours (Total, all aircraft), 32 hours (Total, this make and model), 105 hours (Pilot In Command, all aircraft), 12 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELLANCA	Registration:	N7632S
Model/Series:	7KCAB 7KCAB	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Aerobatic; Normal	Serial Number:	575-76
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, activated	Engine Model/Series:	AEIO-320-E2B
Registered Owner:	UNKNOWN	Rated Power:	150 Horsepower
Operator:	RICHARD L. HERRING	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:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	21°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(NONE)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	
Departure Time:	18:00 Local	Type of Airspace:	

Airport Information

Airport:	NONE	Runway Surface Type:	Asphalt,Dirt
Airport Elevation:	4000 ft msl	Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	5200 ft / 100 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	34.630702,-102.72039(est)

Administrative Information

Investigator In Charge (IIC): Wall, Ray

Additional Participating Persons: JUAN GARCIA;

Original Publish Date: June 25, 1992

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=23067>

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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](#).