



Aviation Investigation Final Report

Location:	PAHRUMP, Nevada	Accident Number:	LAX93LA030
Date & Time:	November 5, 1992, 15:40 Local	Registration:	N57644
Aircraft:	BELLANCA 8KCAB	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT WAS PRACTICING ACROBATIC MANEUVERS. GROUND WITNESSES REPORTED THAT AFTER COMPLETING A SERIES OF MANEUVERS THE AIRCRAFT ENTERED INTO A SPIN. THE AIRCRAFT RECOVERED FROM THE SPIN, BUT THE LEFT WING STRUCK THE GROUND. THE AIRCRAFT EXPLODED ON IMPACT AND THE CABIN/COCKPIT AREA WAS INCINERATED BY THE POST IMPACT FIRE. THE WITNESSES REPORTED THAT THE ENGINE WAS PRODUCING POWER THROUGHOUT THE MANEUVERS. INVESTIGATORS ESTABLISHED CONTINUITY OF THE EMPENNAGE FLIGHT CONTROLS TO THE CABIN/COCKPIT AREA. THE PROPELLER BLADES DISPLAYED EVIDENCE OF ROTATION AT IMPACT.

Probable Cause and Findings

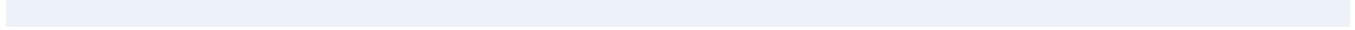
The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT MISJUDGED THE PULL UP ALTITUDE.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: MANEUVERING

Findings

1. TERRAIN CONDITION - OPEN FIELD
2. AEROBATICS - PERFORMED - PILOT IN COMMAND
3. (C) PULL-UP - MISJUDGED - PILOT IN COMMAND



Factual Information

Pilot Information

Certificate:	Commercial	Age:	47, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	March 29, 1991
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1000 hours (Total, all aircraft), 28 hours (Total, this make and model), 896 hours (Pilot In Command, all aircraft), 60 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELLANCA	Registration:	N57644
Model/Series:	8KCAB 8KCAB	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Aerobatic; Normal; Utility	Serial Number:	125-74
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	January 28, 1992 Annual	Certified Max Gross Wt.:	1800 lbs
Time Since Last Inspection:	108 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-320-E1A
Registered Owner:	DECA AIRE, INC.	Rated Power:	150 Horsepower
Operator:	WOODS, ELWOOD	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	30 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	24°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(NV74)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	15:30 Local	Type of Airspace:	Class G

Airport Information

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

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): Llorente, A.

Additional Participating Persons: ASI DALE NELSON; LAS VEGAS , NV

Original Publish Date: September 14, 1993

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=27856>

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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](#).