



Aviation Investigation Final Report

| | | | |
|--------------------------------|--------------------------------------|-------------------------|------------|
| Location: | AUBURN, New York | Accident Number: | NYC95LA226 |
| Date & Time: | September 23, 1995, 17:18 Local | Registration: | N6304N |
| Aircraft: | CHAMPION 7KCAB | Aircraft Damage: | Destroyed |
| Defining Event: | | Injuries: | 2 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

The pilot/owner and passenger were performing aerobatic maneuvers at 5,000 feet. At the completion of a snap roll, the rudder was jammed fully to the left, and the airplane continued to roll. Unable to control the airplane, the pilot directed his passenger to bail out at 3,500 feet. Still unable to control the airplane, the pilot bailed out at 2,000 feet. The pilot and passenger parachuted to the ground without injury, while the airplane descended uncontrolled and impacted the ground. Extensive damage to the rudder precluded determining its operational condition.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the loss of airplane control as a result of a jammed rudder for undetermined reasons.

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation: MANEUVERING

Findings

1. AEROBATICS - PERFORMED - PILOT IN COMMAND
2. (C) FLIGHT CONTROL, RUDDER - JAMMED
3. (C) FLIGHT CONTROL, RUDDER - UNDETERMINED

Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING

Findings

- 4. AIRCRAFT CONTROL - NOT POSSIBLE - PILOT IN COMMAND
- 5. BAIL-OUT/EMERGENCY EJECTION - PERFORMED - PILOT IN COMMAND
- 6. BAIL-OUT/EMERGENCY EJECTION - PERFORMED - PASSENGER

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

On September 23, 1995, at 1718 eastern daylight time, a Champion 7KCAB, N6304N, was destroyed when it collided with terrain after the occupants bailed out near Auburn, New York. The commercial rated pilot and passenger were not injured. Visual meteorological conditions prevailed, for the personal aerobatic flight that originated at Skaneateles, New York, at 1630. No flight plan had been filed for the flight conducted under 14 CFR Part 91.

In the NTSB Form 6120.1/2, the pilot/owner stated that he was performing aerobatic maneuvers with his son at 5,000 feet. He further stated:

...The final maneuver was a snap roll to the left. The snap roll was entered at 85 miles per hour, full aft stick and full left rudder were engaged, which produced a snap roll to the left. Approximately 3/4 through the snap roll I neutralized the rudder, but the roll continued past the upright position...The left rudder pedal was jammed against the fire wall...the deflection of the rudder created a significant yaw turn to the left...At approximately 4,000 feet AGL it was my determination that the plane could not be landed safely ...[My son] exited the aircraft at approximately 3,500 feet AGL...At 2,000 feet AGL I elected to exit the aircraft...Both my son and I were uninjured...and the aircraft impacted within a couple hundred yards of us...

According to a Federal Aviation Administration Inspector, examination of the wreckage revealed that the airplane was destroyed during impact, and no pre-impact failure of the airplane structure could be determined.

Pilot Information

| | | | |
|----------------------------------|---|--|---------------|
| Certificate: | Commercial | Age: | 40, Male |
| Airplane Rating(s): | Single-engine land | Seat Occupied: | Front |
| Other Aircraft Rating(s): | None | Restraint Used: | |
| Instrument Rating(s): | Airplane | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 2 Valid Medical--no waivers/lim. | Last FAA Medical Exam: | June 24, 1994 |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | |
| Flight Time: | 570 hours (Total, all aircraft), 95 hours (Total, this make and model), 515 hours (Pilot In Command, all aircraft), 67 hours (Last 90 days, all aircraft), 18 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

| | | | |
|--------------------------------------|-----------------------|---------------------------------------|-----------------|
| Aircraft Make: | CHAMPION | Registration: | N6304N |
| Model/Series: | 7KCAB 7KCAB | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Aerobatic; Utility | Serial Number: | 733801 |
| Landing Gear Type: | Tailwheel | Seats: | 2 |
| Date/Type of Last Inspection: | March 15, 1995 Annual | Certified Max Gross Wt.: | 1650 lbs |
| Time Since Last Inspection: | 50 Hrs | Engines: | 1 Reciprocating |
| Airframe Total Time: | 2105 Hrs | Engine Manufacturer: | LYCOMING |
| ELT: | Not installed | Engine Model/Series: | AEIO-320-E2B |
| Registered Owner: | DOMINIC TRIVINONNO | Rated Power: | 150 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: | Day |
| Observation Facility, Elevation: | SYR ,421 ft msl | Distance from Accident Site: | 22 Nautical Miles |
| Observation Time: | 16:56 Local | Direction from Accident Site: | 60° |
| Lowest Cloud Condition: | Scattered / 5500 ft AGL | Visibility | 10 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | 11 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 300° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 30 inches Hg | Temperature/Dew Point: | 14°C / 4°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | SKANEATELES , NY (6B9) | Type of Flight Plan Filed: | None |
| Destination: | | Type of Clearance: | None |
| Departure Time: | 16:30 Local | Type of Airspace: | Class G |

Airport Information

| | | | |
|-----------------------------|---|----------------------------------|--|
| Airport: | | Runway Surface Type: | |
| Airport Elevation: | | Runway Surface Condition: | |
| Runway Used: | 0 | IFR Approach: | |
| Runway Length/Width: | | VFR Approach/Landing: | |

Wreckage and Impact Information

| | | | |
|----------------------------|--------|-----------------------------|-------------------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Destroyed |
| Passenger Injuries: | 1 None | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 2 None | Latitude, Longitude: | 42.930248,-76.5606(est) |

Administrative Information

| | |
|--|---|
| Investigator In Charge (IIC): | Pearce, Robert |
| Additional Participating Persons: | SERGIO PEREZ; ROCHESTER , NY |
| Original Publish Date: | May 29, 1996 |
| Last Revision Date: | |
| Investigation Class: | Class |
| Note: | |
| Investigation Docket: | https://data.ntsb.gov/Docket?ProjectID=39053 |

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).