



Aviation Investigation Final Report

Location:	NORTH LAS VEGAS, Nevada	Accident Number:	LAX99LA143
Date & Time:	April 10, 1999, 16:50 Local	Registration:	N88212
Aircraft:	Bellanca 7KCAB	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

In the pilot's written statement he said he climbed to 6,000 feet msl to practice aerobatic maneuvers and entered a left upright spin. After two turns, he initiated a forward movement of the stick to recover and found that the stick was jammed in the full aft position. He looked in the rear seat area and discovered that the rear seat back frame had fallen forward, looped over the stick, and was holding it in place. Following unsuccessful attempts to reach the seat back and recover, the pilot abandoned the airplane and parachuted to the ground. According to the pilot, the aircraft continued in the spin until ground impact. Additionally, the pilot said that a safety cable is supposed to hold the rear seat back frame upright during maneuvers to prevent the back from interfering with the rear control stick. The pilot reported that during the preflight inspection he observed that the safety cable was present. After the accident, a flight instructor told the pilot that the cable had been reportedly disconnected from its attach point by maintenance personnel to facilitate access to the aircraft battery and the ELT area behind the rear seat.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to ensure that all loose items inside the cockpit were secure before attempting aerobatic maneuvers.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: MANEUVERING

Findings

1. (C) MISC EQPT/FURNISHINGS - LOOSE
2. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. (C) FLT CONTROL SYST, YOKE/CONTROL STICK - JAMMED

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

On April 10, 1999, at 1650 hours Pacific daylight time, a Bellanca 7KCAB, N88212, was destroyed during a collision with the ground during practice aerobatic maneuvers near North Las Vegas, Nevada. The private pilot, the sole occupant, parachuted to safety and sustained minor injuries. The aircraft was operated by North Las Vegas Flying Club and was rented by the pilot for the local area personal flight. Visual meteorological conditions prevailed at the time and no flight plan was filed for the flight, which was conducted under the provisions of 14 CFR Part 91 of the Federal Aviation Regulations. The flight originated from the North Las Vegas airport at 1630.

In the pilot's written statement he said he climbed to 6,000 feet msl and entered a left upright spin. After two turns, he initiated a forward movement of the stick to recover and found that the stick was jammed in the full aft position. He looked in the rear seat area and discovered that the rear seat back frame had fallen forward, looped over the stick, and was holding it in place. Following unsuccessful attempts to reach the seat back and recover from the spin, the pilot abandoned the airplane and parachuted to the ground. According to the pilot, the aircraft continued in the spin until ground impact.

Additionally, the pilot said that a safety cable is supposed to hold the rear seat back frame upright during maneuvers to prevent the back from interfering with the rear control stick. The pilot reported that during the preflight inspection he observed that the safety cable was present. After the accident, a flight instructor told the pilot that the cable had been reportedly disconnected from its attach point by maintenance personnel to facilitate access to the aircraft battery and the ELT area behind the rear seat.

Pilot Information

Certificate:	Private	Age:	31, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	May 2, 1997
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	260 hours (Total, all aircraft), 40 hours (Total, this make and model), 228 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Bellanca	Registration:	N88212
Model/Series:	7KCAB 7KCAB	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Aerobatic; Normal	Serial Number:	475-74
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	December 16, 1998 100 hour	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:	54 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2975 Hrs	Engine Manufacturer:	Lycoming
ELT:	Not installed	Engine Model/Series:	IO-320-E2B
Registered Owner:	JOSEPH R. MARIDON	Rated Power:	150 Horsepower
Operator:	NORTH LAS VEGAS FLYING CLUB	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:	VGT ,2203 ft msl	Distance from Accident Site:	12 Nautical Miles
Observation Time:	16:54 Local	Direction from Accident Site:	295°
Lowest Cloud Condition:	Clear	Visibility	25 miles
Lowest Ceiling:	Broken / 20000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	70°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	18°C / -15°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(VGT)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	VFR
Departure Time:	16:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	NORTH LAS VEGAS VGT	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 Minor	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	36.209205,-115.119865(est)

Administrative Information

Investigator In Charge (IIC):	Rich, Jeff
Additional Participating Persons:	KIP P SHOEMAKER; LAS VEGAS , NV
Original Publish Date:	November 30, 2000
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=46089

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](#).