



Aviation Investigation Final Report

Location:	Bolshoye Gryzlovo,	Accident Number:	ERA13WA296
Date & Time:	June 2, 2013, 13:23 UTC	Registration:	RA-0327G
Aircraft:	Extra Flugzeugbau EA-330SC	Aircraft Damage:	Substantial
Defining Event:	Aerodynamic stall/spin	Injuries:	1 Fatal
Flight Conducted Under:	Non-U.S., non-commercial		

Analysis

Probable Cause and Findings

Findings

Factual Information

History of Flight

Maneuvering-aerobatics	Aerodynamic stall/spin (Defining event)
Maneuvering-aerobatics	Collision with terr/obj (non-CFIT)

On June 2, 2013, about 1323 coordinated universal time, an Extra Flugzeugbau EA-330SC, Russian registration RA-0327G, was substantially damaged when it impacted terrain during a local aerobatic demonstration flight near Bolshoye Gryzlovo, Russia. The pilot was fatally injured.

The accident is under the jurisdiction of the Government of Russia. This report is for informational purposes and contains only information released by the Government of Russia. Additional information may be obtained from:

Interstate Aviation Committee (MAK)
22/2/1 Bolshaya Ordynka Str.
Moscow 119017, Russia
Tel: +7 (495) 953-57-42
Fax: +7(495) 953-57-42

Information

Certificate:	Age:	
Airplane Rating(s):	Seat Occupied:	
Other Aircraft Rating(s):	Restraint Used:	
Instrument Rating(s):	Second Pilot Present:	No
Instructor Rating(s):	Toxicology Performed:	No
Medical Certification:	Last FAA Medical Exam:	
Occupational Pilot:	Last Flight Review or Equivalent:	
Flight Time:		

Aircraft and Owner/Operator Information

Aircraft Make:	Extra Flugzeugbau	Registration:	RA-0327G
Model/Series:	EA-330SC	Aircraft Category:	
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	SC006E
Landing Gear Type:		Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming Engines
ELT:		Engine Model/Series:	AEIO-580-B1A
Registered Owner:		Rated Power:	315 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	Bolshoye Gryzlovo	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:		Type of Airspace:	

Airport Information

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

Wreckage and Impact Information

Crew Injuries: 1 Fatal	Aircraft Damage: Substantial
Passenger Injuries:	Aircraft Fire: None
Ground Injuries: N/A	Aircraft Explosion: None
Total Injuries: 1 Fatal	Latitude, Longitude: 54.785278,-37.648056(est)

Administrative Information

Investigator In Charge (IIC): Diaz, Dennis

Additional Participating Persons:

Original Publish Date: November 3, 2020

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=87256>

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](#).