

National Transportation Safety Board  
Washington, DC 20594

Brief of Accident

Adopted 12/27/1988

CHI88FA012  
File No. 1991                                  10/31/1987                                  LAWRENCEVILLE, IL                                  Aircraft Reg No. N41682                                  Time (Local): 13:18 EST

Make/Model: BELLANCA / 8KCAB  
Engine Make/Model: LYCOMING / IO-320  
Aircraft Damage: Destroyed  
Number of Engines: 1  
Operating Certificate(s): None  
Type of Flight Operation: Personal  
Reg. Flight Conducted Under: Part 91: General Aviation

	Fatal	Serious	Minor/None
Crew	1	0	0
Pass	1	0	0

Last Depart. Point: Same as Accident/Incident Location  
Destination: Local Flight  
Airport Proximity: Off Airport/Airstrip

Condition of Light: Day  
Weather Info Src: Weather Observation Facility  
Basic Weather: Visual Conditions  
Lowest Ceiling: 25000 Ft. AGL, Overcast  
Visibility: 10.00 SM  
Wind Dir/Speed: 220 / 009 Kts  
Temperature (°C): 27  
Precip/Obscuration: None

Pilot-in-Command                                  Age: 41

Flight Time (Hours)

Certificate(s)/Rating(s)  
Airline Transport; Flight Instructor; Commercial; Multi-engine Land; Single-engine Land  
Instrument Ratings  
Airplane

Total All Aircraft: 4500  
Last 90 Days: 122  
Total Make/Model: Unk/Nr  
Total Instrument Time: 372

WHILE PERFORMING AEROBATIC MANEUVERS THE AIRCRAFT ENTERED A SPIN TO THE LEFT AND DID NOT RECOVER BEFORE IMPACTING THE GROUND. THE ACFT ENTERED THE SPIN AFTER THE PLT ANNOUNCED THAT THIS SPIN WOULD BE THE LAST MANEUVER BEFORE LANDING. THE SPIN WAS STARTED AT ABOUT 1000 FT AGL. ROTATION STOPPED AND NOSE WAS BEING RAISED BUT THE ACFT CONTACTED THE GROUND BEFORE RECOVERY WAS COMPLETED. THIS TYPE OF LUNCHTIME AIRSHOW WAS NOT SANCTIONED BY FAA, BUT HAD BECOME A TRADITION AT THIS FLT SCHOOL DURING 'DADS WEEKEND'.

Brief of Accident (Continued)

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Occurrence #1:      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: MANEUVERING

Findings

1. (C) FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
  2. (F) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
  3. (C) ALTITUDE - MISJUDGED - PILOT IN COMMAND
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Occurrence #2:      IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

Findings Legend: (C) = Cause, (F) = Factor

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The National Transportation Safety Board determines the probable cause(s) of this accident as follows.