

National Transportation Safety Board  
Washington, DC 20594

Brief of Accident

Adopted 10/03/1989

LAX89LA009  
File No. 1097                      10/05/1988                      ALPINE, CA                      Aircraft Reg No. N5508H                      Time (Local): 13:42 PDT

Make/Model:	BELLANCA / 8KCAB	Fatal	0	Serious	0	Minor/None	1
Engine Make/Model:	LYCOMING / AEIO-360-H1A	Crew	0				
Aircraft Damage:	Destroyed	Pass	0		0		0
Number of Engines:	1						
Operating Certificate(s):	None						
Type of Flight Operation:	Personal						
Reg. Flight Conducted Under:	Part 91: General Aviation						

Last Depart. Point:	EL CAJON , CA	Condition of Light:	Day
Destination:	Local Flight	Weather Info Src:	Pilot
Airport Proximity:	Off Airport/Airstrip	Basic Weather:	Visual Conditions
		Lowest Ceiling:	None
		Visibility:	5.00 SM
		Wind Dir/Speed:	
		Temperature (°C):	Unk/Nr
		Precip/Obscuration:	None

Pilot-in-Command                      Age: 43

Flight Time (Hours)

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

Total All Aircraft: 758  
Last 90 Days: 123  
Total Make/Model: 272  
Total Instrument Time: Unk/Nr

DURING A TELEPHONE INTERVIEW, THE PILOT STATED THAT HE HAD JUST RECOVERED FROM A ONE TURN SPIN AND WAS IN LEVEL FLIGHT WHEN HE FELT THE AIRPLANE PITCH UP. HE ADDED A SMALL AMOUNT OF NOSE DOWN TRIM AND THE AIRPLANE PITCHED DOWN. HE STATED THAT AT THIS POINT 'THINGS DID NOT FEEL RIGHT'. HE PULLED BACK ON THE STICK AND IT DID NOT MOVE WELL, NOR WOULD IT CONTROL THE AIRPLANE. AFTER TRYING TO DETERMINE THE REASON FOR THE PROBLEM AND A ATTEMPT TO TURN TOWARDS A POSSIBLE LANDING AREA, THE PILOT DECIDED TO EGRESS FROM THE AIRPLANE. THE AIRPLANE ENTERED AN UNCONTROLLED DESCENT AND COLLIDED WITH THE TERRAIN. AN EXAMINATION OF THE WRECKAGE WAS CONDUCTED BY FAA INSPECTORS AT THE SCENE OF THE ACCIDENT. MOST OF THE WRECKAGE WAS DESTROYED BY IMPACT, HOWEVER THOSE CONTROL MECHANISMS THAT WERE NOT DESTROYED WERE FOUND TO BE IN WORKING ORDER. THE CONTROL STICK WAS BROKEN AT THE ATTACH POINT, HOWEVER AN EXAMINATION REVEALED THAT THE STICK WAS BROKEN DURING IMPACT.

Brief of Accident (Continued)

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

Findings

1. (C) FLT CONTROL SYST,ELEVATOR CONTROL - UNDETERMINED
  2. (F) FLT CONTROL SYST,ELEVATOR TRIM/TAB CONTROL - ERRATIC
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Occurrence #2:      MISCELLANEOUS/OTHER  
Phase of Operation: MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Findings

3. MISC EQPT/FURNISHINGS,PARACHUTE/DRAG CHUTE - ENGAGED
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Occurrence #3:      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.