

National Transportation Safety Board
Washington, DC 20594

Brief of Accident

Adopted 06/10/1991

MKC89FA153
File No. 1545

07/04/1989

BROKEN BOW, NE

Aircraft Reg No. N8636V

Time (Local): 11:50 CDT

Make/Model:	BELLANCA / 8KCAB	Fatal	1	Serious	0	Minor/None	0
Engine Make/Model:	LYCOMING / AEIO-320-E1B	Crew	0				
Aircraft Damage:	Destroyed	Pass	0	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:	Same as Accident/Incident Location	Condition of Light:	Day
Destination:	DENVER, CO	Weather Info Src:	Weather Observation Facility
Airport Proximity:	Off Airport/Airstrip	Basic Weather:	Visual Conditions
		Lowest Ceiling:	None
		Visibility:	10.00 SM
		Wind Dir/Speed:	120 / 014 Kts
		Temperature (°C):	29
		Precip/Obscuration:	None

Pilot-in-Command	Age: 50	Flight Time (Hours)	
Certificate(s)/Rating(s)		Total All Aircraft:	1200
Flight Instructor; Commercial; Multi-engine Land; Single-engine Land		Last 90 Days:	Unk/Nr
Instrument Ratings		Total Make/Model:	Unk/Nr
Airplane		Total Instrument Time:	Unk/Nr

BEFORE TAKEOFF, SOMEONE ASKED THE PLT TO PERFORM A ROLL. DURING DEPARTURE, THE ACFT PROCEEDED OUTBOUND ABOUT 3 MI, THEN WAS TURNED BACK TOWARD THE ARPT. A ROLL WAS PERFORMED, BUT SOON THEREAFTER, THE ACFT ENTERED A DSCNT & BEGAN SPINNING. WITNESSES RPRTD THE ACFT MADE ABOUT 2 TURNS OF A SPIN BEFORE DISAPPEARING FROM THEIR VIEW. SUBSEQUENTLY, IT IMPACTED IN A STEEP DESCENT & WAS EXTENSIVELY DAMAGED. AN INVESTIGATION REVEALED THAT 2 BACK PACKS, A BAG OF CLOTHING & A FOLDING CHAIR HAD BEEN STOWED IN THE REAR SEAT AS BAGGAGE. THE PILOT HANDBOOK STATED THAT 'BAGGAGE IS NOT ALLOWED DURING ACROBATIC FLIGHT.'

Brief of Accident (Continued)

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

Findings

1. (C) PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. AEROBATICS - PERFORMED - PILOT IN COMMAND
 3. (C) FLIGHT CONTROL SYSTEM - MOVEMENT RESTRICTED
 4. AIRCRAFT CONTROL - NOT POSSIBLE
 5. STALL - UNCONTROLLED
-

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

6. TERRAIN CONDITION - GROUND

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

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.
IMPROPER PLANNING/DECISION BY THE PILOT BY PERFORMING ACROBATIC FLIGHT WITH BAGGAGE IN THE REAR COCKPIT OF THE AIRCRAFT, WHICH PROBABLY RESTRICTED MOVEMENT OF THE FLIGHT CONTROLS AND RESULTED IN UNCONTROLLED FLIGHT AND A SPIN.