

National Transportation Safety Board
Washington, DC 20594

Brief of Accident

Adopted 09/21/1992

CHI90DEV03
File No. 810 04/16/1990 LAWRENCEVILLE, IL Aircraft Reg No. N50671 Time (Local): 13:00 CDT

Make/Model: BELLANCA / 8KCAB
Engine Make/Model: LYCOMING / AE10-320-E1B
Aircraft Damage: Substantial
Number of Engines: 1
Operating Certificate(s): None
Type of Flight Operation: Instructional
Reg. Flight Conducted Under: Part 91: General Aviation

	Fatal	Serious	Minor/None
Crew	0	0	2
Pass	0	0	0

Last Depart. Point: LAWRENCEVILLE , IL
Destination: Local Flight
Airport Proximity: Off Airport/Airstrip

Condition of Light: Day
Weather Info Src: Weather Observation Facility
Basic Weather: Visual Conditions
Lowest Ceiling: 3000 Ft. AGL, Broken
Visibility: 8.00 SM
Wind Dir/Speed: 210 / 015 Kts
Temperature (°C): 14
Precip/Obscuration: None

Pilot-in-Command Age: 28

Flight Time (Hours)

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

Total All Aircraft: 3325
Last 90 Days: 110
Total Make/Model: 115
Total Instrument Time: 89

DURING AN AERIAL APPLICATION INSTRUCTIONAL FLIGHT, THE COMMERCIAL RATED STUDENT PILOT PERFORMED A TURN TO REVERSE DIRECTION FOLLOWING A SWATH RUN AND STALLED THE AIRCRAFT AT AN ALTITUDE OF 200 FT AGL. A FULL RECOVERY FROM THE STALL COULD NOT BE MADE DUE TO THE LOW ALTITUDE. THE AIRCRAFT SETTLED INTO A PLOWED FIELD.

Brief of Accident (Continued)

CHI90DEV03
File No. 810 04/16/1990 LAWRENCEVILLE, IL Aircraft Reg No. N50671 Time (Local): 13:00 CDT

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING - TURN TO REVERSE DIRECTION

Findings

1. (C) AIRSPEED(VS) - NOT MAINTAINED - DUAL STUDENT
 2. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
 3. (C) STALL - ENCOUNTERED - DUAL STUDENT
 4. PROPER DESCENT RATE - INITIATED - PILOT IN COMMAND(CFI)
 5. (F) ALTITUDE - INADEQUATE - PILOT IN COMMAND(CFI)
-

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

Findings

6. TERRAIN CONDITION - ROUGH/UNEVEN
7. TERRAIN CONDITION - SOFT

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

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.
THE STUDENT PILOT FAILURE TO MAINTAIN FLYING SPEED. CONTRIBUTING TO THE ACCIDENT WAS THE FLIGHT INSTRUCTOR IN THAT THE INSTRUCTOR ALLOWED THE STUDENT TO LET THE AIRSPEED DISSIPATE BELOW STALL SPEED.