

National Transportation Safety Board
Washington, DC 20594

Brief of Accident

Adopted 06/30/1994

FTW93FA187
File No. 1007 06/12/1993 TEXAS CITY, TX Aircraft Reg No. N2977A Time (Local): 15:53 CDT

Make/Model: BELLANCA / 8KCAB
Engine Make/Model: LYCOMING / AEIO-360-H1A
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	0	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: 8.00 SM
Wind Dir/Speed: 100 / 012 Kts
Temperature (°C): 29
Precip/Obscuration: None / None

Pilot-in-Command Age: 34

Flight Time (Hours)

Certificate(s)/Rating(s)
Private; Single-engine Land
Instrument Ratings
None

Total All Aircraft: 190
Last 90 Days: 20
Total Make/Model: 57
Total Instrument Time: 4

THE PILOT LOST CONTROL OF THE AIRPLANE WHILE PERFORMING AEROBATIC MANEUVERS OVER A RESERVOIR. THE AIRPLANE WAS OBSERVED ENTERING A SPIN AFTER PERFORMING A HAMMER HEAD STALL. THE AIRPLANE IMPACTED ON A LEVEE ON THE EAST SIDE OF THE RESERVOIR. THE PILOT ATTEMPTED TO PARACHUTE FROM THE AIRPLANE JUST PRIOR TO IMPACT AND WAS EJECTED FROM THE AIRPLANE ON IMPACT, LANDING IN THE WATER. MANEUVER ENTRY ALTITUDE IS UNKNOWN.

Brief of Accident (Continued)

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06/12/1993

TEXAS CITY, TX

Aircraft Reg No. N2977A

Time (Local): 15:53 CDT

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

Findings

1. AEROBATICS - ATTEMPTED - PILOT IN COMMAND
 2. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. STALL/SPIN - PILOT IN COMMAND
 4. (C) REMEDIAL ACTION - DELAYED - 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

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.
THE PILOT'S FAILURE TO RECOVER FROM THE INTENTIONAL MANEUVER FOR UNDETERMINED REASONS.