

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

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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

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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.