

National Transportation Safety Board
Washington, DC 20594

Brief of Accident

Adopted 09/26/1994

DEN93FA090
File No. 1082 07/28/1993 ELK SPRINGS, CO Aircraft Reg No. N5035K Time (Local): 19:30 MDT

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	1	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: Witness
Basic Weather: Visual Conditions
Lowest Ceiling: None
Visibility: 25.00 SM
Wind Dir/Speed: 270 / 015 Kts
Temperature (°C): 33
Precip/Obscuration: None / None

Pilot-in-Command Age: 58
Certificate(s)/Rating(s)
Commercial; Multi-engine Land; Single-engine Land; Single-engine Sea
Instrument Ratings
Airplane

Flight Time (Hours)
Total All Aircraft: 720
Last 90 Days: Unk/Nr
Total Make/Model: 392
Total Instrument Time: 105

A TURNING MANEUVER PROGRESSED TO INVERTED FLIGHT AND THE AIRPLANE ENTERED A RIGHT SPIN ABOUT 1,000 FEET ABOVE GROUND LEVEL. AT ABOUT 100 FEET ABOVE THE TERRAIN, THE SPIN TURNS BEGAN TO DECREASE. BOTH OCCUPANTS WERE COMMERCIAL PILOTS. IT WAS NOT DETERMINED WHICH WAS FLYING THE AIRPLANE. THE OWNER, WHO WAS IN THE REAR SEAT, HELD AN ACROBATIC ENDORSEMENT.

Brief of Accident (Continued)

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

Findings

1. (C) STALL/SPIN - PERFORMED - PILOT IN COMMAND
2. (C) ALTITUDE - INADEQUATE - PILOT IN COMMAND

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 PERFORMANCE OF A STALL/SPIN AT AN ALTITUDE INADEQUATE FOR RECOVERY AND LEVEL OFF.