

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	Fatal	0	Serious	0	Minor/None	0
Engine Make/Model:	LYCOMING / AEIO-360-H1A	Crew	1				
Aircraft Damage:	Destroyed	Pass	1		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:	Local Flight	Weather Info Src:	Witness
Airport Proximity:	Off Airport/Airstrip	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	Flight Time (Hours)
Certificate(s)/Rating(s)		Total All Aircraft: 720
Commercial; Multi-engine Land; Single-engine Land; Single-engine Sea		Last 90 Days: Unk/Nr
Instrument Ratings		Total Make/Model: 392
Airplane		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.