

National Transportation Safety Board
Washington, DC 20594

Brief of Accident

Adopted 11/14/1994

LAX94LA160
File No. 235 03/12/1994 MARANA, AZ Aircraft Reg No. N189AC Time (Local): 10:35 MST

Make/Model:	American Champion (ACAC) / 8KCAB	Fatal	1	Serious	0	Minor/None	0
Engine Make/Model:	LYCOMING / AEIO-360-H1A	Crew	1	0	0	0	0
Aircraft Damage:	Destroyed	Pass	0	0	0	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:	AVRA VALLEY , AZ	Condition of Light:	Day
Destination:	Local Flight	Weather Info Src:	Weather Observation Facility
Airport Proximity:	Off Airport/Airstrip	Basic Weather:	Visual Conditions
		Lowest Ceiling:	None
		Visibility:	40.00 SM
		Wind Dir/Speed:	360 / 004 Kts
		Temperature (°C):	17
		Precip/Obscuration:	None / None

Pilot-in-Command	Age: 53	Flight Time (Hours)
Certificate(s)/Rating(s)		Total All Aircraft: 20000
Airline Transport; Flight Instructor; Commercial; Flight Engineer; Multi-engine Land; Single-engine Land; Glider		Last 90 Days: Unk/Nr
Instrument Ratings		Total Make/Model: 45
Airplane		Total Instrument Time: UnK/Nr

The accident was witnessed by several International Aerobatic Club judges, who were grading the pilot's aerobatic routine. The pilot performed the 1994 Intermediate Known Sequence, which was to be followed by a hammerhead turn course reversal to include a 1/4 roll on the up line and a 1/4 roll on the down line. After the hammerhead turn, the aircraft was descending on the vertical line and the witnesses did not see the pilot attempt to pull out until very near the ground when a 10- to 15-degree attitude change was noted. The witnesses said the engine continued at near full power throughout the maneuver to ground impact. All of the aircraft components were accounted for in the wreckage path. The entire flight control system was documented, with no discrepancies noted.

Brief of Accident (Continued)

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Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: MANEUVERING

Findings

1. MANEUVER - INITIATED - PILOT IN COMMAND
2. (C) PULL-UP - DELAYED - PILOT IN COMMAND
3. REASON FOR OCCURRENCE UNDETERMINED

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

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.
The pilot's delayed pullout from a vertical aerobatic maneuver for undetermined reasons.