

Brief of Accident (Continued)

CHI95FA191
File No. 1826 06/20/1995 FRANKFORT, IL Aircraft Reg No. N109AC Time (Local): 19:27 CDT

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

Findings

1. AEROBATICS - PERFORMED - COPILOT/SECOND PILOT
 2. (C) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
 3. (F) MANEUVER - IMPROPER - COPILOT/SECOND PILOT
 4. (C) LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
 5. (C) REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
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Occurrence #2: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: MANEUVERING

Findings

6. (C) AIRSPEED(VNE) - EXCEEDED - PILOT IN COMMAND
 7. (C) DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
 8. FUSELAGE,ATTACHMENT - OVERLOAD
 9. FUSELAGE,LONGERON - OVERLOAD
 10. WING - SEPARATION
 11. WING,WING ATTACHMENT FITTING - FATIGUE
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Occurrence #3: 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-in-command's overconfidence in his personal ability in attempting to teach aerobatics, his lack of experience as a flight instructor, and allowing the airplane to get into a position where its never exceed speed and design stress limits were exceeded. The second pilot's improper maneuver was a factor.