

National Transportation Safety Board
Washington, DC 20594

Brief of Accident

Adopted 02/01/1997

LAX96FA114
File No. 1030 02/17/1996 NEW RIVER, AZ Aircraft Reg No. N2596Z Time (Local): 17:15 MST

Make/Model:	Bellanca / 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:							
Reg. Flight Conducted Under:	Part 91: General Aviation						

Last Depart. Point:	GLENDALE , 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:	18000 Ft. AGL, Broken
		Visibility:	5.00 SM
		Wind Dir/Speed:	210 / 005 Kts
		Temperature (°C):	26
		Precip/Obscuration:	None / None

Pilot-in-Command	Age: 53	Flight Time (Hours)
Certificate(s)/Rating(s)		Total All Aircraft: 400
Commercial; Multi-engine Land; Single-engine Land		Last 90 Days: Unk/Nr
Instrument Ratings		Total Make/Model: 30
Airplane		Total Instrument Time: UnK/Nr

The pilot told the operator that he intended to go to the designated aerobatic practice area. The aircraft's wreckage was found the next morning several miles north of that location. The elevation at the aerobatic practice area was about 1,500 feet msl. Ground elevation at the accident site was estimated to be about 1,700 to 1,800 feet msl. The pilot was practicing in anticipation of continued video taping which was scheduled to resume within the next few days. For this recording session, there were plans to use a ground positioned video camera. In the previous video, a cockpit positioned camera had been used for the recording. In that recording, the pilot had entered the maneuvers between 2,000 and 2,500 feet msl, generally descending between 200 to 400 feet in the course of a maneuver. The aircraft struck the ground in a 30-degree downward angle with forward airspeed.

Brief of Accident (Continued)

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

Findings

1. AEROBATICS - INITIATED - PILOT IN COMMAND
2. (C) ALTITUDE/CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

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

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.
failure of the pilot to maintain proper altitude/clearance above the terrain, while performing an aerobatic maneuver.