# National Transportation Safety Board Washington, DC 20594

#### **Brief of Accident**

## Adopted 03/31/1998

IAD96FA13	36
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File No. 1813	08/15/1996	ELKTON, MD	Aircraft Reg No.	N2535Z	Tim	ne (Local): 12:33 EDT
Engine Make/Mod Aircraft Damag Number of Engine Operating Certificate(s Type of Flight Operatio	s: 1 s): None		Crew Pass	Fatal 1 1	Serious 0 0	Minor/None 0 0
Destination	nt: Same as Accident/Incident Location: Local Flight y: Off Airport/Airstrip	on		Condition of Light: Day Weather Info Src: Weather Observation Facility Basic Weather: Visual Conditions Lowest Ceiling: None Visibility: 8.00 SM Wind Dir/Speed: 170 / 008 Kts Temperature (°C): 27 Precip/Obscuration: None / None		
Pilot-in-Command Ag  Certificate(s)/Rating(s) Private; Single-engine Land Instrument Ratings None	e: 77		Т	Total Las Total M	me (Hours) All Aircraft: 12 st 90 Days: Ur ake/Model: Ur ment Time: Ur	nk/Nr nk/Nr

Several witnesses reported seeing the airplane overfly the building at a low altitude. One witness reported that he was in front of the building when he saw the pilot complete several aerobatic maneuvers before the accident occurred. He stated that the last maneuver he saw was a near complete inverted turn. The witness stated that the airplane was about 50 feet above the ground during the last maneuver before it crashed into the trees. Examination of the wreckage revealed no pre-impact failure of the airplane or engine.

#### Brief of Accident (Continued)

IAD96FA136

File No. 1813 08/15/1996 ELKTON, MD Aircraft Reg No. N2535Z Time (Local): 12:33 EDT

Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: MANEUVERING

# **Findings**

1. AEROBATICS - PERFORMED - PILOT IN COMMAND

2. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: DESCENT - UNCONTROLLED

### Findings

3. OBJECT - TREE(S)

4. (C) ALTITUDE - INADEQUATE - PILOT IN COMMAND

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

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.

The pilot's failure to maintain adequate altitude and control of the airplane while performing aerobatic maneuvers.