

National Transportation Safety Board
Washington, DC 20594

Brief of Accident

Adopted 03/31/1998

SEA97FA037
File No. 1910 12/14/1996 EAGLE POINT, OR Aircraft Reg No. N278ML Time (Local): 15:20 PST

Make/Model: Bellanca / 8KCAB
Engine Make/Model: Lycoming / AEIO-360-H1A
Aircraft Damage: Destroyed
Number of Engines: 1
Operating Certificate(s): None
Type of Flight Operation: Instructional
Reg. Flight Conducted Under: Part 91: General Aviation

	Fatal	Serious	Minor/None
Crew	1	0	1
Pass	0	0	0

Last Depart. Point: ASHLAND , OR
Destination: Local Flight
Airport Proximity: Off Airport/Airstrip

Condition of Light: Day
Weather Info Src: Weather Observation Facility
Basic Weather: Visual Conditions
Lowest Ceiling: 25000 Ft. AGL, Broken
Visibility: 30.00 SM
Wind Dir/Speed: 290 / 004 Kts
Temperature (°C): 7
Precip/Obscuration: None

Pilot-in-Command Age: 30

Flight Time (Hours)

Certificate(s)/Rating(s)

Flight Instructor; Commercial; Multi-engine Land; Single-engine Land
Instrument Ratings
Airplane

Total All Aircraft: 961
Last 90 Days: 40
Total Make/Model: 19
Total Instrument Time: UnK/Nr

The aerobatics flight instructor (first pilot) intentionally entered an inverted left spin (using left rudder) to demonstrate the maneuver to his student (second pilot). The instructor was unable to recover from the spin after about 5 or 6 rotations, so he asked the student to help him. The student stated that he applied full right rudder and noted that it was already in the full right travel position. The student also stated that the instructor was probably not 'on the controls' at the time, and that engine power was reduced at spin initiation and did not change. The instructor subsequently told the student to bail out, which he did successfully about 250 feet above the ground. The airplane, with the instructor still strapped in the rear seat, impacted the ground and was destroyed. An examination of the wreckage did not reveal any preimpact mechanical deficiencies. The rudder was found in the full left (left pedal) position at the accident site, and one propeller blade exhibited damage typical with some applied power at impact. The instructor had about 18 hours of total time in type, and had not flown during the previous 30 days. The airplane was 52 pounds over gross weight at the time of accident.

Brief of Accident (Continued)

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12/14/1996

EAGLE POINT, OR

Aircraft Reg No. N278ML

Time (Local): 15:20 PST

Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: MANEUVERING

Findings

1. AIRCRAFT WEIGHT AND BALANCE - IMPROPER - PILOT IN COMMAND(CFI)
 2. AEROBATICS - PERFORMED - PILOT IN COMMAND(CFI)
 3. STALL/SPIN - INTENTIONAL - PILOT IN COMMAND(CFI)
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

4. (C) REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND(CFI)
5. (C) AIRCRAFT CONTROL - IMPROPER - PILOT IN COMMAND(CFI)

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

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

The failure of the first pilot (flight instructor) to initiate proper aircraft control, and his failure to perform the adequate remedial action to recover from an intentional inverted spin.