

National Transportation Safety Board
Washington, DC 20594

Brief of Accident

Adopted 02/05/2002

CHI00FA186
File No. 11361 07/08/2000 Capron, IL Aircraft Reg No. N8739V Time (Local): 18:55 CDT

Make/Model:	Bellanca / 8KCAB	Fatal	1	Serious	0	Minor/None	0
Engine Make/Model:	Lycoming / AEIO-320-E1B	Crew	0				
Aircraft Damage:	Substantial	Pass	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:	Capron, IL	Condition of Light:	Day
Destination:	Local Flight	Weather Info Src:	Weather Observation Facility
Airport Proximity:	Off Airport/Airstrip	Basic Weather:	Visual Conditions
		Lowest Ceiling:	4700 Ft. AGL, Broken
		Visibility:	6.00 SM
		Wind Dir/Speed:	170 / 008 Kts
		Temperature (°C):	28
		Precip/Obscuration:	None / Haze

Pilot-in-Command	Age: 45	Flight Time (Hours)
Certificate(s)/Rating(s)		Total All Aircraft: 20200
Airline Transport; Commercial; Flight Engineer; Multi-engine Land; Single-engine Land		Last 90 Days: 269
Instrument Ratings		Total Make/Model: 130
Airplane		Total Instrument Time: UnK/Nr

The pilot attempted an aerobatic roll maneuver at an altitude lower than 100 feet above ground level and impacted the terrain at the completion of the maneuver. No anomalies with the aircraft or its engine could be associated to any pre-impact condition. According to the Bellanca 8KCAB Owner Manual, "Remember, altitude is your best insurance when doing aerobatics. According to Federal Aviation Regulations, the minimum legal altitude for aerobatics is 1500 feet AGL. Keep in mind that 1500 feet is therefore the minimum recovery altitude from any inadvertent maneuver and that 1000 feet of altitude can often be lost in a three-turn spin." 14 CFR Part 91.303, entitled "Aerobatic Flight", states that no person may operate an aircraft in aerobatic flight below an altitude below 1,500 feet above ground level. 14 CFR Part 91.303 further states, "For the purposes of this section, aerobatic flight means an intentional maneuver involving an abrupt change in an aircraft's attitude, an abnormal attitude, or abnormal acceleration, not necessary for normal flight."

Brief of Accident (Continued)

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

Findings

1. (F) PROCEDURES/DIRECTIVES - DISREGARDED - PILOT IN COMMAND
2. (C) AEROBATICS - ATTEMPTED - PILOT IN COMMAND
3. (C) ALTITUDE - LOW - PILOT IN COMMAND
4. (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.

The pilot attempting an aerobatic maneuver at a low altitude and the pilot not maintaining clearance from the terrain. A factor to the accident was the pilot disregarding the federal aviation regulations concerning the minimum altitudes required for aerobatic operations.