

		NTSB ID: LAX02LA037		Aircraft Registration Number: N50554	
		Occurrence Date: 12/02/2001		Most Critical Injury: Serious	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place Long Beach		State CA	Zip Code 90807	Local Time 1121	Time Zone PST
Airport Proximity: Off Airport/Airstrip		Distance From Landing Facility:		Direction From Airport:	
Aircraft Information Summary					
Aircraft Manufacturer Bellanca		Model/Series 8KCAB		Type of Aircraft Airplane	
Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>On December 2, 2001, at 1121 Pacific standard time, a Bellanca 8KCAB, N50554, was destroyed during an uncontrolled descent into the Pacific Ocean near Long Beach, California. The certified flight instructor (CFI) received serious injuries and the commercial pilot under instruction (PUI) received minor injuries. Hart Air was operating the airplane, registered to a private individual, under the provisions of 14 CFR Part 91. Visual meteorological conditions prevailed for the instructional flight and a company flight plan had been filed. The local flight originated from Long Beach about 1035.</p> <p>According to the CFI who was in the rear seat, he was observing the commercial pilot in the front seat as part of a 30-day recurrency checkout. At 4,500 feet msl, the flight instructor demonstrated a 4-point roll and then asked the PUI to conduct one. The CFI transferred control to the PUI and shortly thereafter, the nose dropped 20-30 degrees below the horizon. The PUI asked the CFI if he was doing that intentionally, to which the CFI replied no. The CFI then pulled the control stick aft to no avail. He told the PUI to try the trim, but it would not budge. The CFI then told the PUI to bail out twice. The PUI jettisoned the door and bailed out. The CFI struggled over the seat before reaching the door. He pulled himself out and pulled his parachute ripcord just prior to impacting the water. The CFI estimated that the time between the loss of airplane control and impact with the water was 30-45 seconds.</p> <p>An eyewitness, located approximately 3 miles from the accident site, reported seeing several single engine airplanes conducting flight maneuvers offshore. All of the airplanes were flying above what the witness estimated to be 4,000 feet above ground level (agl). His attention was drawn to one of the airplanes, which had descended to approximately 2,000 feet agl. According to the witness, the airplane was making steep turns, climbs, and descents, and he believed the airplane was "too low for those types of maneuvers." The witness observed a parachute open in the sky adjacent to the airplane, while the airplane continued to fly in the aforementioned manner. Once the airplane reached approximately 500 feet, the airplane dove "nearly straight down towards the ocean." The witness then observed the airplane pull up within 6 feet of the ocean surface. The airplane "climbed nearly vertical to approximately 300 feet, rolled over into a dive and impacted the water at a high rate of speed."</p> <p>The airplane accumulated a total of 1,786 hours, and underwent its last annual inspection 40 hours prior to the accident. The airplane was not recovered.</p>					
FACTUAL REPORT - AVIATION					
Page 1					

 <b>National Transportation Safety Board</b> <b>FACTUAL REPORT</b> <b>AVIATION</b>		NTSB ID: LAX02LA037			
		Occurrence Date: 12/02/2001			
		Occurrence Type: Accident			
<b>Landing Facility/Approach Information</b>					
Airport Name	Airport ID:	Airport Elevation Ft. MSL	Runway Used NA	Runway Length	Runway Width
Runway Surface Type: Unknown					
Runway Surface Condition: Unknown					
Type Instrument Approach: NONE					
VFR Approach/Landing: None					
<b>Aircraft Information</b>					
Aircraft Manufacturer Bellanca		Model/Series 8KCAB		Serial Number 542-79	
Airworthiness Certificate(s): Normal					
Landing Gear Type: Tailwheel					
Homebuilt Aircraft? No	Number of Seats: 2	Certified Max Gross Wt. 1800 LBS	Number of Engines: 1		
Engine Type: Reciprocating	Engine Manufacturer: Lycoming	Model/Series: AEIO-360-HIA	Rated Power: 180 HP		
- Aircraft Inspection Information					
Type of Last Inspection Annual	Date of Last Inspection 09/2001	Time Since Last Inspection 40 Hours	Airframe Total Time 1786 Hours		
- Emergency Locator Transmitter (ELT) Information					
ELT Installed? Yes	ELT Operated?	ELT Aided in Locating Accident Site? No			
<b>Owner/Operator Information</b>					
Registered Aircraft Owner Jacques C. Naviaux		Street Address On File			
		City Ranch Palos Verdes	State CA	Zip Code 90275	
Operator of Aircraft Hart Air		Street Address 2830 Wardlow Rd.			
		City Long Beach	State CA	Zip Code 90807	
Operator Does Business As:			Operator Designator Code:		
- Type of U.S. Certificate(s) Held: None					
Air Carrier Operating Certificate(s):					
Operating Certificate:			Operator Certificate:		
Regulation Flight Conducted Under: Part 91: General Aviation					
Type of Flight Operation Conducted: Instructional					

 <p><b>National Transportation Safety Board</b> <b>FACTUAL REPORT</b> <b>AVIATION</b></p>	NTSB ID: LAX02LA037	
	Occurrence Date: 12/02/2001	
	Occurrence Type: Accident	

**First Pilot Information**

Name On File	City On File	State On File	Date of Birth On File	Age 54
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Sex: M	Seat Occupied: Rear	Principal Profession: Civilian Pilot	Certificate Number: On File
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Certificate(s): Airline Transport; Flight Instructor

Airplane Rating(s): Multi-engine Land; Single-engine Land; Single-engine Sea

Rotorcraft/Glider/LTA: None

Instrument Rating(s): Airplane

Instructor Rating(s): Airplane Single-engine

Type Rating/Endorsement for Accident/Incident Aircraft? Yes	Current Biennial Flight Review? 06/2001
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Medical Cert.: Class 2	Medical Cert. Status: Valid Medical--w/ waivers/lim.	Date of Last Medical Exam: 08/2001
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- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air
						Actual	Simulated			
Total Time	10000	800	9500	500	800	100	200			
Pilot In Command(PIC)										
Instructor										
Last 90 Days	180	25								
Last 30 Days	50	15								
Last 24 Hours	5	3								

Seatbelt Used? Yes	Shoulder Harness Used? Yes	Toxicology Performed? No	Second Pilot? Yes
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**Flight Plan/Itinerary**

Type of Flight Plan Filed: Company VFR

Departure Point Long Beach	State CA	Airport Identifier LGB	Departure Time 1035	Time Zone PST
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Destination Local Flight	State	Airport Identifier	
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Type of Clearance: None

Type of Airspace: Class G

**Weather Information**

Source of Briefing: Unknown

Method of Briefing: Unknown

 <p><b>National Transportation Safety Board</b> <b>FACTUAL REPORT</b> <b>AVIATION</b></p>	NTSB ID: LAX02LA037
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**Weather Information**

WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
LGB	1145	PST	60 Ft. MSL	NM	Deg. Mag.

Sky/Lowest Cloud Condition: Scattered 4000 Ft. AGL Condition of Light: Day

Lowest Ceiling: None Ft. AGL Visibility: 10 SM Altimeter: 30.10 "Hg

Temperature: 16 °C Dew Point: 10 °C Wind Direction: 180 Density Altitude: Ft.

Wind Speed: 5 Gusts: Weather Conditions at Accident Site: Visual Conditions

Visibility (RVR): Ft. Visibility (RVV) SM Intensity of Precipitation:

Restrictions to Visibility: None

Type of Precipitation: None

**Accident Information**

Aircraft Damage: Destroyed Aircraft Fire: None Aircraft Explosion: None

Classification: U.S. Registered/U.S. Soil

- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot					
Second Pilot					
Student Pilot				1	1
Flight Instructor		1			1
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew					
Passengers					
- TOTAL ABOARD -		1		1	2
Other Ground					
- GRAND TOTAL -		1		1	2

National Transportation Safety Board

**FACTUAL REPORT**

**AVIATION**



NTSB ID: LAX02LA037

Occurrence Date: 12/02/2001

Occurrence Type: Accident

Administrative Information

Investigator-In-Charge (IIC)

George E. Petterson

Additional Persons Participating in This Accident/Incident Investigation:

Bob Franklyn  
Aviation Safety Inspector  
Federal Aviation Administration  
5001 Airport Plaza Drive; Suite 100  
Long Beach, CA 90815