



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	ROODHOUSE, IL	<b>Accident Number:</b>	CHI94FA002
<b>Date &amp; Time:</b>	10/02/1993, 1330 CDT	<b>Registration:</b>	N2711Y
<b>Aircraft:</b>	BEECH 95	<b>Injuries:</b>	2 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

## Analysis

THE PURPOSE OF THE FLIGHT WAS MULTI-ENGINE FLIGHT TRAINING. THE TWIN-ENGINE AIRPLANE WAS OBSERVED MAKING POWER CHANGES DURING LEVEL FLIGHT SHORTLY BEFORE THE ACCIDENT AT AN ESTIMATED 1,500 TO 2,000 FEET ABOVE THE GROUND. WITNESSES REPORTED HEARING ENGINE SOUND CHANGES AND OBSERVED THE AIRPLANE ENTER A RIGHT-HAND SPIN. THE AIRPLANE COLLIDED WITH TREES AND TERRAIN SHORTLY AFTER ENTERING THE SPIN. AN ON-SCENE INVESTIGATION REVEALED POWERPLANT, POWERPLANT CONTROLS, AND FLIGHT CONTROL CONTINUITY. THE STUDENT PILOT HAD TO SIT ON A SEAT CUSHION IN ORDER TO SEE THROUGH THE WINDSHIELD ACCORDING TO THE AIRPLANE'S OWNER. THE OWNER STATED THE STUDENT'S FEET WERE NOT ABLE TO TOUCH THE RUDDER PEDALS COMPLETELY.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: was the inadequate supervision by the flight instructor which resulted in the inadvertent stall/spin by the student.

## Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: CRUISE

### Findings

1. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
2. (C) STALL/SPIN - INADVERTENT - DUAL STUDENT

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: DESCENT - UNCONTROLLED

### Findings

3. OBJECT - TREE(S)

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation:

### Findings

4. TERRAIN CONDITION - GROUND

## Pilot Information

<b>Certificate:</b>	Airline Transport; Commercial	<b>Age:</b>	41
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane
<b>Flight Time:</b>	7000 hours (Total, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N2711Y
<b>Model/Series:</b>	95 95	<b>Engines:</b>	2 Reciprocating
<b>Operator:</b>	MIDWEST SCHOOL OF AERONAUTICS	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>		<b>Engine Model/Series:</b>	O-360-AIA
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	AL, 544 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	12 knots / , 310°
<b>Temperature:</b>	17° C	<b>Visibility:</b>	20 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	ST. CHARLES, MO (3SQ)	<b>Destination:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 Fatal	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

<b>Investigator In Charge (IIC):</b>	FRANK S GATTOLIN	<b>Adopted Date:</b>	10/20/1994
<b>Investigation Docket:</b>	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubin@ntsb.gov">pubin@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.