



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	RAVENNA, OH	<b>Accident Number:</b>	ATL88FA070
<b>Date &amp; Time:</b>	01/02/1988, 1734 EST	<b>Registration:</b>	N5364M
<b>Aircraft:</b>	CESSNA 152	<b>Injuries:</b>	2 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

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## Analysis

PIC & STUDENT WERE ON LOCAL INSTRUCTIONAL FLIGHT. PIC CALLED ON UNICOM & SAID HE WOULD SHOW BYSTANDERS 'GREASY SIDE OF ACFT.' HE BUZZED RWY AT A LOW ALTITUDE, EXECUTED AN AILERON ROLL WHICH WAS SCOOPED OUT, & IMPACTED THE GROUND BESIDE THE RWY. SON OF FBO SAID PIC PERFORMED ROLL PREVIOUS DAY IN THE SAME ACFT, PULLED BACK ON CONTROL YOKE WHEN INVERTED, & LOST ABOUT 500 FEET ALTITUDE. NO RECORD WAS FOUND THAT PIC HAD RECEIVED AEROBATIC TRAINING BUT HAD DISCUSSED MANEUVER WITH OTHER PILOTS.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

## Findings

Occurrence #1: ABRUPT MANEUVER  
Phase of Operation: MANEUVERING

### Findings

1. (C) AEROBATICS - ATTEMPTED - PILOT IN COMMAND(CFI)
2. (F) OSTENTATIOUS DISPLAY
3. (C) MANEUVER - IMPROPER - PILOT IN COMMAND
4. (F) OVERCONFIDENCE IN PERSONAL ABILITY
5. (C) DESCENT - INADVERTENT
6. (F) BUZZING - INTENTIONAL - PILOT IN COMMAND(CFI)

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

## Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	24
<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 Single-engine; Instrument Airplane
<b>Flight Time:</b>	1730 hours (Total, all aircraft), 1614 hours (Pilot In Command, all aircraft), 19 hours (Last 90 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N5364M
<b>Model/Series:</b>	152 152	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	ROBERT CHINN	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-235-L2C
<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>	Dusk
<b>Observation Facility, Elevation:</b>	CLE, 792 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	8 knots / , 230°
<b>Temperature:</b>	-5° C	<b>Visibility</b>	20 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	<b>Destination:</b>		

## Airport Information

<b>Airport:</b>	PORTAGE CO. (29G)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	27	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	3500 ft / 75 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 Fatal	<b>Aircraft Damage:</b>	Substantial
<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

Investigator In Charge (IIC): PRESTON E HICKS

Adopted Date: 02/28/1989

Investigation Docket: 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 [pubinq@ntsb.gov](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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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 agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.