



National Transportation Safety Board Aviation Accident Final Report

Location:	MERRIMAC, WI	Accident Number:	CHI88FA102
Date & Time:	05/01/1988, 1415 CDT	Registration:	N31288
Aircraft:	BELLANCA 7ECA	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal, 1 Serious
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

THE PILOT HAD JUST TAKEN OFF FROM A PRIVATE STRIP AND IMMEDIATELY ENTERED A HIGH ANGLE OF BANK TURN TO THE LEFT AT LOW ALTITUDE. A WITNESS, WHO WAS AN EXPERIENCED AEROBATIC PILOT, ESTIMATED THE ANGLE OF BANK TO APPROACH 90 DEGREES. THE NOSE WAS SEEN TO PITCH DOWN, AND THE AIRPLANE DISAPPEARED BELOW THE TREE LINE. IMPACT WAS IN A FARMER'S FIELD ONE-QUARTER MILE FROM THE DEPARTURE END OF THE RUNWAY.

Probable Cause and Findings

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

Findings

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

Findings

1. (C) MANEUVER - IMPROPER - PILOT IN COMMAND
 2. (C) STALL/SPIN - ENCOUNTERED - PILOT IN COMMAND
 3. (F) ALTITUDE - INADEQUATE - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Private	Age:	50, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	08/14/1987
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1048 hours (Total, all aircraft), 600 hours (Total, this make and model), 1000 hours (Pilot In Command, all aircraft), 12 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELLANCA	Registration:	N31288
Model/Series:	7ECA 7ECA	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Aerobatic; Normal	Serial Number:	889-73
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	01/15/1988, Annual	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:	17 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2913 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-235-C1
Registered Owner:	WATERLOO FLYING CLUB INC	Rated Power:	115 hp
Operator:	WATERLOO FLYING CLUB	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MSN, 862 ft msl	Distance from Accident Site:	19 Nautical Miles
Observation Time:	1400 CDT	Direction from Accident Site:	135°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	70°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	22° C / 1° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:	MIDDLETON, WI (C29)	Type of Clearance:	None
Departure Time:	1415 CDT	Type of Airspace:	Class G

Airport Information

Airport:	PRIVATE STRIP (NONE)	Runway Surface Type:	Grass/turf
Airport Elevation:	850 ft	Runway Surface Condition:	Dry
Runway Used:	9	IFR Approach:	None
Runway Length/Width:	2100 ft / 50 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal, 1 Serious	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	MARK E DOUB	Report Date:	12/29/1989
Additional Participating Persons:	GEORGE SEIDLEIN; WEST CHICAGO, IL BILL CIOERNALL; MILWAUKEE, WI DENZEL CUNNELL; MILWAUKEE, WI MERLE ALT; BARABOO, WI		
Publish Date:			
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 , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).