



National Transportation Safety Board Aviation Accident Final Report

Location:	EL RENO, OK	Accident Number:	FTW85FA034
Date & Time:	11/02/1984, 1745 CST	Registration:	N5064L
Aircraft:	BELLANCA 8KCAB	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE ACFT WAS DESTROYED ON IMPACT WITH THE GROUND AFTER BEING OBSERVED BY GROUND WITNESSES TO GO OUT OF CONTROL DURING ANAEROBATIC MANEUVER. THERE WAS A DIFFERENCE OF OPINIONS AS TO WHAT HAPPENED. ONE WITNESS DESCRIBED THE GROUND COLLISION HAVING BEEN FROM AN INVERTED ATTITUDE. TWO OTHERS STATED THAT THE ACFT ROLLED RIGHT-SIDE-UP AND LOOPED, DIVING INTO THE GROUND. THE PLT WAS EXPERIENCED AVIATOR, BUT HAD LITTLE AEROBATIC EXPERIENCE. HIS LOG INDICATED NO AEROBATIC TRAINING. HE HAD LOGGED 8 FLTS IN THE ACCIDENT ACFT AND PRACTICED AEROBATICS ON 2 OF THOSE FLIGHTS. THE ACFT IS CAPABLE OF INVERTED FLT FOR 2 MINUTES. A PRECAUTION NOTES THAT AFTER INVERTED FLT, ONE MINUTE POSITIVE 'G' FLT MAYBE REQUIRED TO REFILL AN EXHAUSTED HEADER FUEL TANK.

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) AEROBATICS - INITIATED - PILOT IN COMMAND
2. (C) INADEQUATE INITIAL TRAINING - PILOT IN COMMAND
3. (C) ALTITUDE - INADEQUATE - PILOT IN COMMAND
4. (C) JUDGMENT - POOR - PILOT IN COMMAND

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

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	27, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	06/22/1984
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	3500 hours (Total, all aircraft), 15 hours (Total, this make and model), 92 hours (Last 90 days, all aircraft), 34 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELLANCA	Registration:	N5064L
Model/Series:	8KCAB 8KCAB	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Aerobatic; Normal	Serial Number:	585-80
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	05/30/1984, Annual	Certified Max Gross Wt.:	1800 lbs
Time Since Last Inspection:	16 Hours	Engines:	1 Reciprocating
Airframe Total Time:	452 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	AEIO-360-H1A
Registered Owner:	NOVOTNY, MICHAEL P.	Rated Power:	180 hp
Operator:	NOVOTNY, MICHAEL P.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	OKC, 1294 ft msl	Distance from Accident Site:	28 Nautical Miles
Observation Time:	1740 CST	Direction from Accident Site:	100°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	20 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	11° C / 3° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1735	Type of Airspace:	Class G

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	JEAN H DAUGHERTY	Report Date:	
Additional Participating Persons:	GEORGE FAULK; BETHANY, OK		
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 pubinquiry@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](#).