



National Transportation Safety Board Aviation Accident Final Report

Location:	Long Beach, CA	Accident Number:	LAX02LA037
Date & Time:	12/02/2001, 1121 PST	Registration:	N50554
Aircraft:	Bellanca 8KCAB	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Serious, 1 None
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Analysis

The airplane impacted the ocean in an uncontrolled descent after experiencing a loss of control while maneuvering. The certified flight instructor (CFI) demonstrated a 4-point roll and transferred control of the airplane to the pilot under instruction (PUI) so that he could demonstrate the maneuver. Shortly after transferring control, the airplane's nose pitched down 20-30 degrees. The PUI asked the CFI if he was causing the nose to pitch down, to which the CFI responded in the negative. The CFI attempted to correct the nose down pitch but the control stick had no effect and the trim would not budge. Both the CFI and the PUI bailed out of the airplane before it impacted the ocean. The airplane was not recovered, and the reason for the loss of control was not determined.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the loss of aircraft control while maneuvering for undetermined reasons.

Findings

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

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED
2. BAIL-OUT/EMERGENCY EJECTION - PERFORMED - FLIGHTCREW

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

Findings

3. TERRAIN CONDITION - WATER

Factual Information

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.

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.

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."

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.

Flight Instructor Information

Certificate:	Airline Transport; Flight Instructor	Age:	54, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	08/01/2001
Occupational Pilot:		Last Flight Review or Equivalent:	06/01/2001
Flight Time:	10000 hours (Total, all aircraft), 800 hours (Total, this make and model), 180 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Student Pilot Information

Certificate:	Commercial	Age:	, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	08/16/2000
Occupational Pilot:		Last Flight Review or Equivalent:	07/11/2000
Flight Time:	908 hours (Total, all aircraft), 150 hours (Total, this make and model), 881 hours (Pilot In Command, all aircraft), 7 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Bellanca	Registration:	N50554
Model/Series:	8KCAB	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	542-79
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	09/04/2001, Annual	Certified Max Gross Wt.:	1800 lbs
Time Since Last Inspection:	40 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1786 Hours at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed	Engine Model/Series:	AEIO-360-HIA
Registered Owner:	Jacques C. Naviaux	Rated Power:	180 hp
Operator:	Hart Air	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	LGB, 60 ft msl	Distance from Accident Site:	
Observation Time:	1145 PST	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 4000 ft agl	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.1 inches Hg	Temperature/Dew Point:	16°C / 10°C
Precipitation and Obscuration:			
Departure Point:	Long Beach, CA (LGB)	Type of Flight Plan Filed:	Company VFR
Destination:		Type of Clearance:	None
Departure Time:	1035 PST	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Serious, 1 None	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 1 None	Latitude, Longitude:	33.817778, -118.151667

Administrative Information

Investigator In Charge (IIC): George E Petterson **Report Date:** 09/29/2004

Additional Participating Persons: Bob Franklyn; Federal Aviation Administration; Long Beach, CA

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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