



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	SCOTTS VALLEY, CA	<b>Accident Number:</b>	LAX82FVM17
<b>Date &amp; Time:</b>	08/01/1982, 1625 PDT	<b>Registration:</b>	N61861
<b>Aircraft:</b>	GREAT LAKES 2T-1A-2	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal

**Flight Conducted Under:** Part 91: General Aviation -

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## Analysis

WHILE PERFORMING IN AN AEROBATIC SHOW, THE PILOT ENTERED A SPIN. ACCORDING TO A WITNESS, HE ENTERED THE SPIN AT ABOUT 2000 FT AGL AND MADE APPROXIMATELY 5 TURNS BEFORE STARTING A RECOVERY AT ABOUT 500 FT AGL. HE STOPPED THE SPIN, BUT THERE WAS INSUFFICIENT ALTITUDE TO PULL OUT. THE AIRCRAFT STRUCK A HILL, CARTWHEELED AND CAME TO REST, INVERTED, IN A SMALL RESERVOIR. IT THEN FLOATED TOWARD THE CENTER OF THE RESERVOIR AND SANK IN ABOUT 7 FT OF WATER. AN INSPECTION OF THE WRECKAGE REVEALED NO EVIDENCE OF AN IN-FLIGHT STRUCTURAL FAILURE OR CONTROL PROBLEM.

## Probable Cause and Findings

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

## Findings

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Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: MANEUVERING

### Findings

1. AEROBATICS - PERFORMED - PILOT IN COMMAND
2. (C) ALTITUDE - MISJUDGED - PILOT IN COMMAND
3. (F) TERRAIN CONDITION - ROUGH/UNEVEN

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	43
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	02/15/1982
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	20752 hours (Total, all aircraft), 402 hours (Total, this make and model)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	GREAT LAKES	<b>Registration:</b>	N61861
<b>Model/Series:</b>	2T-1A-2 2T-1A-2	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	0719
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	1580 lbs
<b>Time Since Last Inspection:</b>	18 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	582 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	AEIO-360
<b>Registered Owner:</b>	CAYMON ENTERPRISES	<b>Rated Power:</b>	180 hp
<b>Operator:</b>	CAYMON ENTERPRISES	<b>Operating Certificate(s) Held:</b>	

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	50 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	80° C / 0° C
Precipitation and Obscuration:			
Departure Point:	SANTA CRUZ, CA	Type of Flight Plan Filed:	None
Destination:	SANTA CRUZ, CA	Type of Clearance:	None
Departure Time:	1605	Type of Airspace:	

## 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):	Report Date:	08/01/1983
Additional Participating Persons:		
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 <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@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 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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).