



National Transportation Safety Board Aviation Accident Data Summary

Location:	Rayville, LA	Accident Number:	FTW03FA027
Date & Time:	11/01/2002, 1130 CST	Registration:	N1HV
Aircraft:	Aero Commander 500-B	Injuries:	3 Fatal
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

The twin-engine airplane was observed at a low altitude of approximately 1,000 feet agl performing power off stall maneuvers. The witness described the first stall maneuver initiation and recovery as "good." During the second stall maneuver, the nose rose higher than it did during the first maneuver, the right wing dropped, followed by a steep nose down attitude. The airplane rotated about one and one half revolutions before disappearing behind trees. Prior to ground impact, the witness heard the engines rev up. The purpose of the flight was to demonstrate the airplane to a prospective buyer. A radar and aircraft performance study indicated that the accident airplane departed the airport and began a series of heading, speed and altitude changes ultimately crashing 14.6 nautical miles east of the departure airport. During several time periods, calculations of the calibrated airspeed indicated a trend towards and below published stall speeds of 63 knots flaps extended and 71 knots flaps retracted. No structural or mechanical anomalies were observed during an examination of the airplane and engine.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
The pilot-in-command's failure to maintain adequate airspeed resulting in an inadvertent stall/spin.

Findings

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

Findings

1. (C) AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
2. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

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

Findings

3. TERRAIN CONDITION - GROUND

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	65
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Single-engine
Flight Time:	18500 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Aero Commander	Registration:	N1HV
Model/Series:	500-B	Engines:	2 Reciprocating
Operator:	James C. Rogers	Engine Manufacturer:	Lycoming
Operating Certificate(s) Held:	None	Engine Model/Series:	IO-540-B1A5
Flight Conducted Under:	Part 91: General Aviation - Business		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MLU, 79 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	8 knots / , 10°
Temperature:	12° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	Monroe, LA (MLU)	Destination:	

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	2 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:	32.510556, -91.750278		

Administrative Information

Investigator In Charge (IIC):	Douglas D Wigington	Adopted Date:	03/02/2004
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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