



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Surrey, ND	<b>Accident Number:</b>	CEN09LA277
<b>Date &amp; Time:</b>	05/03/2009, 1800 CDT	<b>Registration:</b>	N5106T
<b>Aircraft:</b>	CHAMPION 7GCBC	<b>Injuries:</b>	2 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

Witnesses stated that the airplane circled a house and descended “close to the ground,” flying at a low altitude along a row of trees. After traveling about one-half mile, the airplane turned right, pitched “upwards and then the nose dipped into the trees.” A postaccident examination of the airframe and engine did not reveal any anomalies consistent with a preimpact failure or malfunction. The pilot had recently started taking fluoxetine, a prescription antidepressant. The medication was unlikely to have resulted in substantial impairment, but the role of the condition for which the medication was prescribed could not be determined.

## Flight Events

Maneuvering-low-alt flying - Abrupt maneuver  
Maneuvering-low-alt flying - Aerodynamic stall/spin  
Uncontrolled descent - Collision with terr/obj (non-CFIT)

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:  
The pilot’s failure to maintain control of the airplane during an abrupt pull-up maneuver, which resulted in an aerodynamic stall at low altitude.

## Findings

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Pitch control-Incorrect use/operation - C  
Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Angle of attack-Capability exceeded - C  
Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	43
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	5150 hours (Total, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	CHAMPION	<b>Registration:</b>	N5106T
<b>Model/Series:</b>	7GCBC	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	On file	<b>Engine Manufacturer:</b>	LYCOMING
<b>Air Carrier Operating Certificate:</b>	None	<b>Engine Model/Series:</b>	O-235 SERIES
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Observation Facility, Elevation:</b>	MOT, 1716 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Lowest Ceiling:</b>	None
<b>Condition of Light:</b>	Day	<b>Wind Speed/Gusts, Direction:</b>	4 knots, Variable
<b>Temperature:</b>	17° C / -2° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Minot, ND (MOT)	<b>Destination:</b>	Minot, ND (MOT)

## Airport Information

<b>Airport:</b>	Minot International (MOT)	<b>Runway Surface Type:</b>	
<b>Runway Used:</b>	N/A	<b>Runway Surface Condition:</b>	
<b>Runway Length/Width:</b>			

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	1 Fatal	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Timothy Sorensen	<b>Adopted Date:</b>	12/15/2009
<b>Investigation Docket:</b>	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:pubinq@ntsb.gov">pubinq@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> .		

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