



National Transportation Safety Board Aviation Accident Data Summary

Location:	Cameron, MO	Accident Number:	CEN15FA282
Date & Time:	06/27/2015, 1353 CDT	Registration:	N877UP
Aircraft:	CHRISTEN INDUSTRIES INC PITTS S-2B	Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Air Race/Show		

Analysis

The pilot was performing a series of aerobatic flight maneuvers at a low altitude during an airshow. Another airshow pilot, who was familiar with the accident pilot's airshow routine, reported that the accident pilot intended to do a 45-degree knife-edge climb, perform a "Lomcevak" maneuver, and then continue the knife-edge climb. Video recordings taken by persons on the ground showed the airplane in a knife-edge climb. The pilot then entered the Lomcevak maneuver by performing a climbing snap-roll to the left. The airplane pitched nose-down and tumbled two times to the left while descending. Rather than returning to the knife-edge climb, the airplane instead entered a left spin and completed about two and a half revolutions before it impacted the terrain. The video recordings indicated that the engine was operating throughout the flight to ground impact.

A postaccident examination of the airframe and engine revealed no evidence of mechanical malfunctions or failures that would have precluded normal operation. A review of medical, pathological, and toxicological information revealed no evidence of any medical condition or substance that would have contributed to the pilot's loss of control during performance of aerobatic maneuvers.

Flight Events

Maneuvering-aerobatics - Loss of control in flight
Maneuvering-aerobatics - 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 airplane control during a low-level aerobatic flight maneuver.

Findings

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Angle of attack-Not attained/maintained - C
Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C

Pilot Information

Certificate:	Airline Transport	Age:	50
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane; Helicopter
Other Aircraft Rating(s):	Helicopter	Instructor Rating(s):	Airplane Multi-engine; Helicopter; Instrument Airplane; Instrument Helicopter
Flight Time:	11000 hours (Total, all aircraft), 200 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	CHRISTEN INDUSTRIES INC	Registration:	N877UP
Model/Series:	PITTS S-2B	Engines:	1 Reciprocating
Operator:	On file	Engine Manufacturer:	Lycoming
Operating Certificate(s) Held:	None	Engine Model/Series:	AEIO-540-D4A5
Flight Conducted Under:	Part 91: General Aviation - Air Race/Show		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MCI	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	5 knots / , Variable
Temperature:	26°C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Cameron, MO (EZZ)	Destination:	Cameron, MO (EZZ)

Airport Information

Airport:	Cameron Memorial Airport (EZZ)	Runway Surface Type:	Asphalt
Runway Used:	35	Runway Surface Condition:	Dry
Runway Length/Width:	4000 ft / 75 ft		

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:	39.726667, -94.279167		

Administrative Information

Investigator In Charge (IIC):	James P Silliman	Adopted Date:	01/11/2017
Note:	The NTSB traveled to the scene of this accident.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=91442		

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.