



National Transportation Safety Board Aviation Accident Preliminary Report

Location:	Advance, NC	Accident Number:	ERA15FA335
Date & Time:	09/02/2015, 1403 EDT	Registration:	N393MC
Aircraft:	COOPER MICHAEL C RV 8A	Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

On September 2, 2015, about 1403 eastern daylight time, an experimental amateur built Cooper RV-8A airplane, N393MC, registered to and operated a private individual, crashed into a pond while making a low pass over the Twin Lakes Airport (8A7), Advance, North Carolina. Visual meteorological conditions prevailed at the time and no flight plan was filed for the 14 Code of Federal Regulations (CFR) Part 91 personal flight. The airplane was destroyed by impact forces and the two occupants (both pilot rated) were fatally injured. The flight originated about 3 minutes earlier from 8A7.

Several witnesses noted both occupants perform a preflight inspection and also reported noting an engine run-up was conducted before departure. After takeoff from runway 27, the flight remained in the traffic pattern for runway 27 and the airplane was observed by a pilot-rated witness flying over runway 27 at about 200 to 300 feet above ground level at an estimated speed of between 190 and 200 miles-per-hour. When the airplane was at about the 1/2 way point along the runway, the witness noted the airplane briefly pitched slightly nose down. At that time he thought they were going to do a roll or some maneuver and said words to the effect, "oh my god he is going to roll it" though he thought they were too low an altitude at the start of the maneuver. The airplane then pitched slightly nose up, and began to roll to the left, which began about 1 to 1.5 seconds after the slight pitch-up. He reported the roll turned into a barrel roll. As the airplane became inverted he noted the nose came down and the airplane began descending while continuing the roll. He noted the airplane at that time was about 30 degrees nose low and south of the runway. The tail appeared to lower and the airplane was in a nose-up attitude, which he later attributed to be an attempt to "save" the airplane, then thought it turned into an accelerated stall. He saw a splash and heard the impact and then saw smoke. He indicated he did not see any smoke trailing the airplane during the flight, and reported the engine sounded OK during the entire flight with no discrepancies noted.

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	COOPER MICHAEL C	Registration:	N393MC
Model/Series:	RV 8A	Aircraft Category:	Airplane
Amateur Built:	Yes		
Operator:	STUBBLEFIELD WILLIAM G	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:	EXX, 733 ft msl	Observation Time:	1355 EDT
Lowest Cloud Condition:	Clear	Conditions at Accident Site:	Visual Conditions
Lowest Ceiling:	None	Temperature/Dew Point:	32° C / 19° C
Wind Speed/Gusts, Direction:	Calm	Visibility	10 Miles
Altimeter Setting:	30.06 inches Hg	Type of Flight Plan Filed:	None
Departure Point:	Advance, NC (8A7)	Destination:	

Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Fatal		

Administrative Information

Investigator In Charge (IIC):	Timothy W Monville
Additional Participating Persons:	Cecil Land; FAA/FSDO; Greensboro, NC Judson Rupert; Lycoming Engines; Williamsport, PA
Note:	The NTSB traveled to the scene of this accident.