

National Transportation Safety Board
Washington, DC 20594

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Brief of Accident

Adopted 04/10/1998

MIA97FA142
File No. 726 04/20/1997 APEX ,NC Aircraft Reg No. N61S Time (Local): 12:00 EDT

Make/Model: Boeing Stearman/N2S-4
Engine Make/Model: Continental / W670-6A
Aircraft Damage: Substantial
Number of Engines: 1
Operating Certificate(s): None
Type of Flight Operation: Personal
Reg. Flight Conducted Under: Part 91: General Aviation

	Fatal	Serious	Minor/None
Crew	1	0	0
Pass	1	0	0

Last Depart. Point: KENNEBEC, NC
Destination: Local Flight
Airport Proximity: Off Airport/Airstrip

Condition of Light: Day
Weather Info Src: Weather Observation Facility
Basic Weather: Visual Conditions
Lowest Ceiling: None
Visibility: 10.00 SM
Wind Dir/Speed: Variable / 005 kts
Temperature (°C): 18
Precip/Obscuration:

Pilot-in-Command Age: 70

Flight Time (Hours)

Certificate(s)/Rating(s)
Private; Single-engine Land

Total All Aircraft: 987
Last 90 Days: 1
Total Make/Model: 917
Total Instrument Time: UnK/Nr

Instrument Ratings
None

*** Note: NTSB investigators either traveled in support of this investigation or conducted a significant amount of investigative work without any travel, and used data obtained from various sources to prepare this aircraft accident report. ***

Witnesses observed the flight flying south to north over the lake at an altitude of about 30 feet. The aircraft climbed slightly to clear a bridge and then descended back to about 30 feet above the lake. The flight then entered into a loop from that altitude and prior to completion of the maneuver collided with the lake in a nose down attitude. The pilot had leg and hand injuries consistent with operating the aircraft at the time of the accident.

Brief of Accident (Continued)

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File No. 726

04/20/1997

APEX ,NC

Aircraft Reg No. N61S

Time (Local): 12:00 EDT

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

Findings

1. (C) AEROBATICS - PERFORMED - PILOT IN COMMAND
2. (C) OSTENTATIOUS DISPLAY - PILOT IN COMMAND
3. (C) ALTITUDE - INADEQUATE - PILOT IN COMMAND

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows:
The pilot-in-command's ostentatious display by performing an aerobatic maneuver with inadequate altitude.