

National Transportation Safety Board  
Washington, DC 20594

Printed on : 2/24/2009 10:30:01 PM

Brief of Accident

Adopted 03/31/2008

NYC07LA148  
File No. 23258                      06/24/2007                      Wallkill, NY                      Aircraft Reg No. N14VS                      Time (Local): 18:37 EDT

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Make/Model: Syracuse / Vans RV-4  
Engine Make/Model: Lycoming / O-320  
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

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Last Depart. Point: Montgomery, NY  
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: 240 / 006 Kts  
Temperature (°C): 27  
Precip/Obscuration: No Obscuration; No Precipitation

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Pilot-in-Command                      Age: 70  
  
Certificate(s)/Rating(s)  
Commercial; Multi-engine Land; Single-engine Land  
  
Instrument Ratings  
None

Flight Time (Hours)  
  
Total All Aircraft: 1000  
Last 90 Days: Unk/Nr  
Total Make/Model: Unk/Nr  
Total Instrument Time: Unk/Nr

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The amateur-built experimental airplane was observed performing aerobatics about 250 feet above ground level. The airplane performed a barrel roll, then completed about half of a loop when it stalled at the top and descended straight into the ground. The engine ran continuously throughout the accident sequence, with no changes in power noted. The pilot had accumulated approximately 1,000 hours of total flight experience; however, no record of his aerobatic experience was recovered. The reported weather near the accident site, about the time of the accident, included clear skies, wind at 6 knots, and visibility 10 miles.

Brief of Accident (Continued)

NYC07LA148  
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06/24/2007

Walkkill, NY

Aircraft Reg No. N14VS

Time (Local): 18:37 EDT

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

Findings

1. LOW ALTITUDE FLIGHT/MANEUVER - ATTEMPTED - PILOT IN COMMAND
  2. (C) IMPROPER DECISION - PILOT IN COMMAND
  3. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  4. STALL - INADVERTENT
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

Findings

5. TERRAIN CONDITION - GROUND

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

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The National Transportation Safety Board determines the probable cause(s) of this accident as follows.

The pilot's improper decision to attempt low altitude aerobatics, and his failure to maintain airspeed during the aerobatics, which resulted in an inadvertent stall while maneuvering.