



CEN20LA339 CASE FINDINGS

Jason Aguilera
Air Safety Investigator
Central Region

During the course of the investigation, the following information was obtained:

Data obtained from the onboard avionics revealed that at 1256:27 system time the airplane appeared to be configured with 30° flaps and at 15° nose high with airspeed slowing through the expected stall speed of 37 knots. Airplane pitch decreased and at 1256:32, the airplane was at 60° nose low, and the airplane began a roll to the right. At 1256:34, the airplane was 80° nose low and rolled through 90° of right bank. The airplane continued to roll right until the airplane was inverted with about 50° nose low pitch attitude. The data did not record a recovery; however the instructor reported that she deployed the airframe parachute.

The airplane descended under the parachute canopy to an open field. After touchdown, the wind flipped the airplane and dragged the airplane over 300 ft before coming to rest.

The responding FAA inspector provided the following accident site diagram:



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