



Aaron McCarter
Air Safety Investigator
Eastern Region Aviation

Date: January 27, 2020
Person Contacted: Pilot/Owner: Michael Scott
NTSB Accident Number: ERA20LA080

Narrative:

Mr. Scott (PIC) stated that he and a friend (SIC) took the airplane up to do some “gentleman’s aerobatics” Basically nothing too crazy, like rolls, barrel rolls, wing overs, etc. The pilot had recently purchased the airplane and has about 4 hours in the aircraft. He is an ATP and has a military background flying high performance jets. The SIC is a low time private pilot.

The SIC was sitting in the aft seat while he was sitting up front.

During their aerobatics, he doesn’t believe that they exceeded 3 G’s at any time. Most of the airspeeds were done between 150-180 knots which is what the aerobatics called for and within the limits in the pilot operating handbook.

Once he (PIC) had concluded his flying, he gave the controls over to the SIC in the rear seat. The SIC performed a couple of aileron rolls that were very easy and smooth. There were no issues. He entered a barrel roll. He did two of them. The first one was smooth, but after entering the second one, on the descent portion, the airspeed increased. He thinks it went over 180 knots. The SIC attempted to make a smooth 2 G pull up to recover.

During the recovery, there was a loud noise, like a “pop” was heard and there was some buffeting. It almost felt like “flutter”, but they didn’t know what it was, then there was a significant negative G event, and they both hit their heads on the canopy. The PIC took over the controls and recovered about 1,000 ft. msl. The controls were difficult to use. He had limited movement and the performance was sluggish.

When they returned to the airport, he had difficulty maintaining control; it “porpoised” so he went around and made another landing attempt which was successful. He doesn’t believe they exceeded Vne and entered the aerobatics with normal airspeeds. After landing, he saw how significant the damage was and they were very lucky. [END]