

National Transportation Safety Board  
Washington, DC 20594

Brief of Accident

Adopted 03/12/1993

NYC91LA024  
File No. 2037                      11/04/1990                      BUCKLAND, MA                      Aircraft Reg No. N5039K                      Time (Local): 15:15 EST

Make/Model: BELLANCA / 8KCAB  
Engine Make/Model: LYCOMING / IO-320-E1A  
Aircraft Damage: Destroyed  
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	0	0	0

Last Depart. Point: WESTFIELD , MA  
Destination: Local Flight  
Airport Proximity: Off Airport/Airstrip

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

Pilot-in-Command                      Age: 36

Flight Time (Hours)

Certificate(s)/Rating(s)  
Private; Single-engine Land  
Instrument Ratings  
None

Total All Aircraft: Unk/Nr  
Last 90 Days: Unk/Nr  
Total Make/Model: Unk/Nr  
Total Instrument Time: Unk/Nr

THE PILOT OF N5039K WAS ASKED TO PERFORM AEROBATIC MANEUVERS FOR A BIRTHDAY PARTY. HE DEPARTED FROM A NEARBY AIRPORT AND FLEW OVER THE AREA WHERE THE PARTY WAS BEING HELD. WITNESSES SAID HE APPROACHED FROM THE SOUTH AT AN ALTITUDE OF APPROXIMATELY 50 FEET AND ROLLED THE AIRPLANE TO AN INVERTED ATTITUDE. DURING THE LOW ALTITUDE ROLL, THE AIRPLANE STRUCK A STAND OF TREES.

Brief of Accident (Continued)

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Occurrence #1: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: MANEUVERING - AERIAL APPLICATION

Findings

1. (C) AEROBATICS - PERFORMED - PILOT IN COMMAND
2. (F) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. OBJECT - TREE(S)
4. (C) ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

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 FAILURE TO EXECUTE AN AEROBATIC MANEUVER AT AN ALTITUDE SUFFICIENT TO CLEAR THE STAND OF TREES.