

National Transportation Safety Board  
Washington, DC 20594

Brief of Accident

Adopted 12/19/1995

FTW95FA232  
File No. 907    06/06/1995    JOAQUIN, TX    Aircraft Reg No. N8754    Time (Local): 19:10 CDT

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: CENTER , TX  
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: 180 / 010 Kts  
Temperature (°C): 31  
Precip/Obscuration: None / None

Pilot-in-Command    Age: 64

Flight Time (Hours)

Certificate(s)/Rating(s)  
Airline Transport; Multi-engine Land; Multi-engine Sea; Single-engine Land  
Instrument Ratings  
Airplane

Total All Aircraft: 20561  
Last 90 Days: 28  
Total Make/Model: 326  
Total Instrument Time: UnK/Nr

WITNESSES INITIALLY OBSERVED THE AIRPLANE FLYING AT TREE TOP ALTITUDE ALONG A RIVER PAST THE TOWN WHERE THE PILOT RESIDED. THEY REPORTED OBSERVING THE AIRPLANE PERFORM THIS TYPE OF FLIGHT ON NUMEROUS OCCASIONS. THE AIRPLANE REVERSED COURSE AND WAS OBSERVED BY A WITNESS TO ROLL 'UPSIDE DOWN (LEFT WING UP FIRST)' AND 'QUIVER, NOT VIOLENTLY, BUT AS THOUGH IT HAD A CHILL' AFTER WHICH 'THE NOSE DROPPED AND THE PLANE PLUNGED VERTICALLY TO THE GROUND.' ANOTHER WITNESS REPORTED THE AIRPLANE 'DID A REAL SHARP RIGHT' AND 'FLEW DIRECTLY INTO THE TREES AND [RIVER] BANK IN AN UPRIGHT POSITION AND BURST INTO FLAMES.' EXAMINATION OF THE AIRPLANE AND ENGINE DID NOT DISCLOSE ANY STRUCTURAL OR MECHANICAL ANOMALIES. THE PILOT HAD RECEIVED 4 HOURS OF BASIC AEROBATIC INSTRUCTION AND LOGGED 115 HOURS OF AEROBATIC FLIGHT IN THE ACCIDENT AIRPLANE.

Brief of Accident (Continued)

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

Findings

1. (C) AEROBATICS - PERFORMED - PILOT IN COMMAND
  2. (C) ALTITUDE - INADEQUATE - PILOT IN COMMAND
  3. (C) STALL - INADVERTENT - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: DESCENT - UNCONTROLLED

Findings

4. OBJECT - TREE(S)

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 PERFORMANCE OF AEROBATICS AT LOW ALTITUDE AND THE INADVERTENT STALL.