		NTSB ID: FTW95FA232		Aircraft Registration Number: N8754	
		Occurrence Date: 06/06/1995		Most Critical Injury: Fatal	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place JOAQUIN	State TX	Zip Code 75954	Local Time 1910	Time Zone CDT	
Airport Proximity: Off Airport/Airstrip		Distance From Landing Facility:		Direction From Airport:	
Aircraft Information Summary					
Aircraft Manufacturer BELLANCA		Model/Series 8KCAB		Type of Aircraft Airplane	
Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:					
HISTORY OF FLIGHT					
<p>On June 6, 1995, at 1910 central daylight time, a Bellanca 8KCAB, N8754, impacted trees while maneuvering near Joaquin, Texas. The airplane was destroyed and the airline transport rated pilot/operator received fatal injuries. Visual meteorological conditions prevailed and no flight plan was filed. The airplane departed Center, Texas, about 1855 for the personal flight conducted under Title 14 CFR Part 91.</p>					
<p>The pilot resided in the town of Logansport, Louisiana, which is located on the east bank of the Sabine River directly across from Joaquin, Texas. During interviews, conducted by the investigator-in-charge, several witnesses reported they had observed the airplane flying along the river past Logansport on numerous occasions. One witness noted in his written statement that, when he saw the airplane on the day of the accident flying "north just above the tree line, everything seemed to be normal to what he usually does." This witness observed the airplane "return going south, still just above the tree line ... flying upside down." After momentarily losing sight of the airplane behind buildings, he then saw "the belly of the plane going in a downward position and suddenly an explosion."</p>					
<p>Another witness, a neighbor of the pilot, was standing in his backyard and observed the airplane "flying south over the Sabine River." He stated the pilot "waved" the wings of the airplane as if "to acknowledge our presence." The airplane "rotated upside down (left wing up first) until the bottom of the plane was facing up" where "it seemed to quiver, not violently, but as though it had a chill," then "the nose dropped and the plane plunged vertically to the ground."</p>					
<p>Two additional witnesses made the following observations. One witness reported that the airplane "headed north about 25 feet off the water and then went up over the bridge and came back going south and ... attempted to do a roll to the left and then turned back to the right and went down into the ground." The other witness "saw the shadow of an airplane pass over," looked up, and observed the airplane "in an incline (not real steep) and banking to the right. About that time the plane did a real sharp right and still descending. It flew directly into the trees and [river] bank in an up-right position and burst into flames."</p>					
PERSONNEL INFORMATION					
<p>The pilot, a retired airline captain, purchased the airplane in February 1993. Between January 1993 and November 1994, he received a total of 4 hours dual instruction in the accident airplane. During a telephone interview, conducted by the investigator-in-charge, the flight instructor characterized the primary content of these lessons as "basic aerobatics." A review of the pilot's personal logbook revealed he had accumulated a total of 325 hours in N8754 including 115 hours logged under the heading "AERO."</p>					
FACTUAL REPORT - AVIATION					
Page 1					

National Transportation Safety Board

FACTUAL REPORT

AVIATION

NTSB ID: FTW95FA232

Occurrence Date: 06/06/1995

Occurrence Type: Accident

Narrative (Continued)

AIRCRAFT INFORMATION

A review of the airframe and engine logbooks revealed no record of any uncorrected maintenance discrepancies.

WRECKAGE AND IMPACT INFORMATION

The accident site was located on the west side of the Sabine River directly across from the town of Logansport, Louisiana. Wreckage was scattered on a measured magnetic heading of 195 degrees over approximately 35 feet. The right wing came to rest at the base of a tree near the top of the river bank approximately 20 feet above the water level. Bark was stripped from the tree trunk between 5 and 9 feet above ground level (AGL) and fragments of plexiglass were embedded in the tree trunk about 9 feet AGL.

The main wreckage consisting of the fuselage, empennage, and engine was located 15 feet from the tree and came to rest upright on a 220 degree magnetic heading. The right main landing gear was embedded in a crater located to the right of and parallel to the fuselage. The crater measured 15 feet in length and tapered from 6 to 1 feet in width with a central depth of 2 feet. The left wing was located 20 feet beyond the main wreckage.

Control continuity was confirmed from the rudder to both sets of rudder pedals and from the elevators to the rear control stick. Continuity was also established from the elevator trim tab to the cockpit control. Further control continuity could not be established due to the extent of damage. All cockpit instrumentation was destroyed by fire.


Examination of the engine revealed no evidence of any pre-impact mechanical anomalies. The propeller remained attached to the crankshaft and both blades remained attached to the hub. Chordwise scratching was noted on the camber and face sides of both blades. One blade was bent toward the cambered side and exhibited S-bending near the tip. Damage to the pitch change mechanism was evidenced by the position of both blades at blade angles of approximately 90 degrees.


MEDICAL AND PATHOLOGICAL INFORMATION

The autopsy was performed by James R. Bruce, M.D., at the Lufkin Pathology Laboratory, Lufkin, Texas. Toxicological findings were negative.

ADDITIONAL DATA

The wreckage was released to the estate of the owner at the completion of the on-scene investigation.

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>		NTSB ID: FTW95FA232			
		Occurrence Date: 06/06/1995			
		Occurrence Type: Accident			
Landing Facility/Approach Information					
Airport Name	Airport ID:	Airport Elevation Ft. MSL	Runway Used 0	Runway Length	Runway Width
Runway Surface Type:					
Runway Surface Condition:					
Type Instrument Approach: NONE					
VFR Approach/Landing: None					
Aircraft Information					
Aircraft Manufacturer BELLANCA		Model/Series 8KCAB		Serial Number 78-73	
Airworthiness Certificate(s): Acrobatic					
Landing Gear Type: Tailwheel					
Homebuilt Aircraft? No	Number of Seats: 2	Certified Max Gross Wt. 1800 LBS	Number of Engines: 1		
Engine Type: Reciprocating	Engine Manufacturer: LYCOMING	Model/Series: IO-320-E1A	Rated Power: 150 HP		
- Aircraft Inspection Information					
Type of Last Inspection Annual	Date of Last Inspection 07/1994	Time Since Last Inspection Hours	Airframe Total Time Hours		
- Emergency Locator Transmitter (ELT) Information					
ELT Installed? Yes	ELT Operated?	ELT Aided in Locating Accident Site?			
Owner/Operator Information					
Registered Aircraft Owner L. E. LUM ENT, INC.		Street Address P.O. BOX 910			
		City LOGANSPORT	State LA	Zip Code 71049	
Operator of Aircraft Same as Reg'd Aircraft Owner		Street Address Same as Reg'd Aircraft Owner			
		City	State	Zip Code	
Operator Does Business As:			Operator Designator Code:		
- Type of U.S. Certificate(s) Held: None					
Air Carrier Operating Certificate(s):					
Operating Certificate:			Operator Certificate:		
Regulation Flight Conducted Under: Part 91: General Aviation					
Type of Flight Operation Conducted: Personal					

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: FTW95FA232
	Occurrence Date: 06/06/1995
	Occurrence Type: Accident

First Pilot Information

Name On File	City On File	State On File	Date of Birth On File	Age 64
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Sex: M	Seat Occupied: Front	Principal Profession: Retired	Certificate Number: On File
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Certificate(s): Airline Transport

Airplane Rating(s): Multi-engine Land; Multi-engine Sea; Single-engine Land

Rotorcraft/Glider/LTA: None

Instrument Rating(s): Airplane

Instructor Rating(s): None

Type Rating/Endorsement for Accident/Incident Aircraft?	Current Biennial Flight Review?
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Medical Cert.: Class 1	Medical Cert. Status: Valid Medical--w/ waivers/lim.	Date of Last Medical Exam: 07/1993
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- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air
						Actual	Simulated			
Total Time	20561	326	642	19919						
Pilot In Command(PIC)										
Instructor										
Last 90 Days	28	28	28							
Last 30 Days	7	7	7							
Last 24 Hours	1	1	1							

Seatbelt Used?	Shoulder Harness Used?	Toxicology Performed? Yes	Second Pilot? No
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Flight Plan/Itinerary

Type of Flight Plan Filed: None

Departure Point CENTER	State TX	Airport Identifier F17	Departure Time 1855	Time Zone CDT
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Destination Local Flight	State	Airport Identifier	
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Type of Clearance: None

Type of Airspace: Class G

Weather Information

Source of Briefing:

Method of Briefing:

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: FTW95FA232
	Occurrence Date: 06/06/1995
	Occurrence Type: Accident

Weather Information					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
OCH	1854	CDT	355 Ft. MSL	43 NM	237 Deg. Mag.
Sky/Lowest Cloud Condition: Clear			0 Ft. AGL	Condition of Light: Day	
Lowest Ceiling: None		0 Ft. AGL		Visibility: 10 SM	Altimeter: 29.00 "Hg
Temperature: 31 °C	Dew Point: 20 °C	Wind Direction: 180		Density Altitude: Ft.	
Wind Speed: 10	Gusts:	Weather Conditions at Accident Site: Visual Conditions			
Visibility (RVR): 0 Ft.	Visibility (RVV) 0 SM	Intensity of Precipitation: Unknown			
Restrictions to Visibility: None					
Type of Precipitation: None					

Accident Information		
Aircraft Damage: Destroyed	Aircraft Fire: Ground	Aircraft Explosion: None

Classification: U.S. Registered/U.S. Soil					
- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot	1				1
Second Pilot					
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew					
Passengers					
- TOTAL ABOARD -	1				1
Other Ground	0	0	0		0
- GRAND TOTAL -	1	0	0		1

National Transportation Safety Board

FACTUAL REPORT

AVIATION



NTSB ID: FTW95FA232

Occurrence Date: 06/06/1995

Occurrence Type: Accident

Administrative Information

Investigator-In-Charge (IIC)

GEORGIA R. SNYDER

Additional Persons Participating in This Accident/Incident Investigation:

JAMES M HALL
FAA FSDO
HOUSTON, TX 77061