

National Transportation Safety Board  
Washington, DC 20594

Brief of Accident

Adopted 03/31/1998

IAD97LA012  
File No. 1925                      10/25/1996                      SHEFFIELD, MA                      Aircraft Reg No. N2571Z                      Time (Local): 17:24 EDT

Make/Model:	Bellanca / 8KCAB	Fatal	0	Serious	1	Minor/None	0
Engine Make/Model:	Lycoming / AE IO-360	Crew	0				
Aircraft Damage:	Destroyed	Pass	0		0		0
Number of Engines:	1						
Operating Certificate(s):	None						
Type of Flight Operation:	Personal						
Reg. Flight Conducted Under:	Part 91: General Aviation						

Last Depart. Point:	NORTH CANAAN , CT	Condition of Light:	Day
Destination:	Local Flight	Weather Info Src:	Weather Observation Facility
Airport Proximity:	Off Airport/Airstrip	Basic Weather:	Visual Conditions
		Lowest Ceiling:	None
		Visibility:	15.00 SM
		Wind Dir/Speed:	320 / 010 Kts
		Temperature (°C):	16
		Precip/Obscuration:	None

Pilot-in-Command	Age: 24	Flight Time (Hours)
Certificate(s)/Rating(s)		Total All Aircraft: 543
Commercial; Multi-engine Land; Single-engine Land		Last 90 Days: 203
Instrument Ratings		Total Make/Model: 180
Airplane		Total Instrument Time: 47

A pilot had flown the airplane on a local flight and stated that he had no mechanical problems with the airframe or engine. A second pilot, a certificated commercial pilot, then got into the airplane for a flight. The first pilot observed the airplane takeoff to the north, then level off before he lost sight of it. Witnesses observed the airplane bank left and right, followed by the airplane rolling upside down. When the airplane reached the inverted position, it began a gradual descent, followed by a near vertical descent, and impacted in a river in nose down attitude. The second pilot stated that he had banked to the left to depart the traffic pattern. He stated that he thought he observed another airplane in close proximity, and banked back to the right. The pilot felt the airplane shudder and recalled being inverted, but could not recall anything after that point. The second pilot stated he thought that the airplane had stalled.

Brief of Accident (Continued)

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Occurrence #1:    LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) AIRCRAFT CONTROL - ABRUPT - PILOT IN COMMAND
2. STALL - INADVERTENT - PILOT IN COMMAND

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Occurrence #2:    IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

Findings

3. TERRAIN CONDITION - WATER

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 abrupt control of the airplane, which resulted in an inadvertent stall, uncontrolled descent, and subsequent in-flight collision with water.