		NTSB ID: MIA94FA058		Aircraft Registration Number: N88255	
		Occurrence Date: 01/22/1994		Most Critical Injury: Fatal	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place PONTOTOC	State MS	Zip Code 38863	Local Time 1615	Time Zone CST	
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 THE FLIGHT					
<p>On January 22, 1994, about 1615 central standard time, a Bellanca 8KCAB, N88255, registered to Earl W. Crossley, collided with trees and then the ground near Pontotoc, Mississippi, while on a 14 CFR Part 91 personal flight. Visual meteorological conditions prevailed at the time and no flight plan was filed. The aircraft was destroyed and the commercial-rated pilot was fatally injured. The flight departed Tupelo, Mississippi, on January 22, 1994, about 1530.</p> <p>Witnesses in the south of the accident site reported seeing the aircraft in a nose-down attitude with the engine power increasing to near full power as the aircraft leveled at about 500 feet agl. The aircraft then flew to the south-southwest and was lost from sight. A short time later, another witness reported hearing the aircraft in what appeared to be a descent with the engine operating near full power. Suddenly, he heard a loud noise similar to "rifles being fired" and the aircraft's engine noise ceased abruptly. He later located the wreckage of the aircraft.</p>					
PERSONNEL INFORMATION					
Information on the pilot is contained in this report.					
AIRCRAFT INFORMATION					
Information on the aircraft is contained in this report.					
METEOROLOGICAL INFORMATION					
Visual meteorological conditions prevailed at the time of the accident. Meteorological information is contained in this report.					
WRECKAGE AND IMPACT INFORMATION					
<p>The aircraft crashed in a wooded area just off Nanny Road, Pontotoc, Mississippi. Examination of the crash site indicated the aircraft crashed into about 40-foot-tall trees, while on a northeasterly heading, causing separation of the right wing. The aircraft then descended and crashed to the ground at a point 75 feet past the initial tree impact. The outboard 5 feet of right wing came to rest in the top of a tree. The inboard portion of right wing was found at the base of the tree which was initially impacted. The top 15 feet of the first tree impacted was separated and lying at the base of the tree on the northeast side. Several 4-to-8 inch tree branches were found cut, consistent with propeller strikes.</p> <p>The main aircraft wreckage consisted of the engine, propeller, fuselage, and left wing. The</p>					
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## FACTUAL REPORT

AVIATION

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## Narrative (Continued)

main wreckage was lying on about a 20-degree heading. All components of the aircraft necessary for flight were located along the crash path or on the main wreckage. The engine and propeller were partially buried in the ground. Examination of the flight control systems indicated that all separation points within the control cables were typical of overstress separation.

Examination of the engine indicated that the engine rotated freely and continuity was established within the engine assembly, accessory drives, and valve train. Each cylinder produced normal compression. Each magneto operated normally. No contamination was found in the aircraft and engine fuel system and fuel was found in most of the engine fuel system components. All engine fuel system components, except the nos. 1 and 3 fuel nozzles, were bench tested and found to operate normally. The nos. 1 and 3 fuel injector nozzles had sustained crash damage.

Teardown examination of the propeller indicated the propeller blades were in the low pitch position during the crash before overstress separation of the pitch change pins. Each blade had sustained damage consistent with rotating under power when striking an object or the ground. About 2 inches of one blade tip separated and was not located. The fracture surface was consistent with overstress separation. The propeller governor operated normally during bench testing.

Examination of the pilot seats indicated the seat which was occupied by the pilot had a parachute attached to it. The seat also had a second pair of lap and shoulder harnesses for use when performing aerobatic flight. The second set of harnesses and parachute were being used by the pilot at the time of the accident.

## MEDICAL AND PATHOLOGICAL INFORMATION

Postmortem examination of the pilot was conducted by Dr. Emily W. Ward, M.D., State Medical Examiner, Jackson, Mississippi. The cause of death was reported as massive blunt force injuries due to crash. There were no reported findings that could be considered casual to the accident.


Postmortem toxicology studies on specimens obtained from the pilot were performed by Dr. Barry Levine, Ph.D., Chief, Forensic Toxicology Laboratory, Armed Forces Institute Of Pathology, Washington, D.C. The studies were positive for 42 mg/dl ethanol in blood, a trace of acetaldehyde in blood, and 3 percent carbon monoxide. The tests were negative for cyanide, basic, acidic, and neutral drugs. The studies were negative for ethanol in vitreous fluid. Dr. Dennis V. Canfield, Ph.D., Manager, Toxicology Laboratory, Federal Aviation Administration, stated that the ethanol finding in blood is most likely from postmortem ethanol production.


Additional toxicology studies on specimens from the pilot was performed by Emily Jochimsen, Forensic Toxicology, Mississippi Crime Laboratory, Jackson, Mississippi. These studies were positive for .06 percent ethyl alcohol and negative for drug screening.

The pilot's wife reported after the accident that the pilot had just received new bifocal glasses the week before the accident. She submitted a statement to the NTSB from the pilot's eye doctor indicating the pilot had uncorrected 20/400 vision. She stated, had the pilot lost his glasses in flight he might not have been able to see the flight instruments. The pilot's glasses were located in the aircraft's wreckage. The Federal Aviation Administration Aviation Medical Examiner who examined the pilot on January 18, 1994, reported the pilot demonstrated uncorrected vision of 20/50 and normal field of vision. For additional medical and pathological information see Supplement K and attachments to this report.

## ADDITIONAL INFORMATION

The aircraft wreckage was released on January 24, 1994, to Charles R. Miller, 105 Lemons Drive, Tupelo, Mississippi.

 <p>National Transportation Safety Board <b>FACTUAL REPORT</b> AVIATION</p>		NTSB ID: MIA94FA058			
		Occurrence Date: 01/22/1994			
		Occurrence Type: Accident			
<b>Landing Facility/Approach Information</b>					
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					
<b>Aircraft Information</b>					
Aircraft Manufacturer BELLANCA		Model/Series 8KCAB		Serial Number 160-74	
Airworthiness Certificate(s): Acrobatic; Normal					
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 10/1993	Time Since Last Inspection 45 Hours	Airframe Total Time 1381 Hours		
- Emergency Locator Transmitter (ELT) Information					
ELT Installed? Yes	ELT Operated? Yes	ELT Aided in Locating Accident Site? No			
<b>Owner/Operator Information</b>					
Registered Aircraft Owner CROSSLEY, EARL W.		Street Address 105 LEMONS DRIVE			
		City TUPELO	State MS	Zip Code 38801	
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><b>National Transportation Safety Board</b> <b>FACTUAL REPORT</b> <b>AVIATION</b></p>	NTSB ID: MIA94FA058
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	Occurrence Type: Accident

**First Pilot Information**

Name On File	City On File	State On File	Date of Birth On File	Age 47
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Sex: M	Seat Occupied: Front	Principal Profession: Business	Certificate Number: On File
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Certificate(s): Flight Instructor; Commercial

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

Rotorcraft/Glider/LTA: Helicopter

Instrument Rating(s): Airplane

Instructor Rating(s): Airplane Multi-engine; Airplane Single-engine; Instrument Airplane

Type Rating/Endorsement for Accident/Incident Aircraft? No	Current Biennial Flight Review?
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Medical Cert.: Class 2	Medical Cert. Status: Valid Medical--w/ waivers/lim.	Date of Last Medical Exam: 01/1994
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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	13352	25	3664	9555	1746	2095	85	125		
Pilot In Command(PIC)	13162	25								
Instructor	2676									
Last 90 Days	140	25	25	115						
Last 30 Days	15	3	3	12						
Last 24 Hours	4	1	1	3						

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

Type of Flight Plan Filed: None

Departure Point TUPELO	State MS	Airport Identifier TUP	Departure Time 1530	Time Zone CST
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Destination Same as Accident/Incident Location	State	Airport Identifier	
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Type of Clearance: None

Type of Airspace: Class G

**Weather Information**

Source of Briefing:  
No record of briefing

Method of Briefing:

 <b>National Transportation Safety Board</b> <b>FACTUAL REPORT</b> <b>AVIATION</b>	NTSB ID: MIA94FA058
	Occurrence Date: 01/22/1994
	Occurrence Type: Accident

<b>Weather Information</b>					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
TUP	1656	CST	346 Ft. MSL	15 NM	95 Deg. Mag.
Sky/Lowest Cloud Condition: Clear			0 Ft. AGL	Condition of Light: Day	
Lowest Ceiling: None		0 Ft. AGL		Visibility: 10 SM	Altimeter: 30.00 "Hg
Temperature: 8 °C	Dew Point: -9 °C	Wind Direction: 170		Density Altitude: 0 Ft.	
Wind Speed: 3	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					

<b>Accident Information</b>		
Aircraft Damage: Destroyed	Aircraft Fire: None	Aircraft Explosion: None

Classification: U.S. Registered/U.S. Soil					
<b>- Injury Summary Matrix</b>	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

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National Transportation Safety Board

**FACTUAL REPORT**

**AVIATION**

U.S. DEPARTMENT OF TRANSPORTATION  
NATIONAL TRANSPORTATION SAFETY BOARD

NTSB ID: MIA94FA058

Occurrence Date: 01/22/1994

Occurrence Type: Accident

Administrative Information

Investigator-In-Charge (IIC)

JEFFREY L. KENNEDY

Additional Persons Participating in This Accident/Incident Investigation:

MELVIN R ATHEY  
120 NORTH HANGAR DRIVE  
JACKSON, MS 39203

CHUCK WHITTINGTON  
120 NORTH HANGAR DRIVE  
JACKSON, MS 39203

JOHN T HAYDOCK  
105 LEMONS DRIVE  
TUPELO, MS 38801