		NTSB ID: SEA96FA133		Aircraft Registration Number: N57514	
		Occurrence Date: 06/20/1996		Most Critical Injury: Fatal	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place POMEROY		State WA	Zip Code 99347	Local Time 1858	Time Zone PDT
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 20, 1996, approximately 1858 hours Pacific daylight time, a Bellanca 8KCAB, N57514, registered to and being flown by a commercial pilot, was destroyed when it collided with terrain while maneuvering to reverse course for a landing at Pomeroy, Washington. The pilot was fatally injured and a post crash fire consumed the aircraft. Visual meteorological conditions existed and no flight plan had been filed. The flight, which was personal, was to have been operated under 14CFR91, and originated from Pasco, Washington.</p> <p>Several witnesses observed the aircraft immediately prior to the accident. Two witnesses reported seeing the aircraft overfly the pilot/owner's airstrip in an easterly direction. One of these witnesses estimated the aircraft's height above the airstrip as "about 50 feet" and the other reported the aircraft as flying "straight and level." Both witnesses reported that the engine sounded normal and reported seeing this aircraft arrive and overfly the airstrip in a similar fashion on previous occasions. One of the witnesses reported observing a trail of "bluish colored smoke" coming from the right wing inboard area. The other witness reported seeing no smoke trail. The witness located closer to the accident site reported observing the aircraft "passing the east end of the runway" (refer to CHART) and entering "a steep climb" and then banking "to the left in a steep diving turn" after which it "leveled out and began to climb after a 270 degree turn." The witness then lost sight of the aircraft and "in seconds heard a loud thump and saw smoke rising immediately afterward." He also reported that "the only difference that I noticed between this occasion and the many times I had seen this plane land in the past was the turn seemed to be tighter" (refer to attached statements).</p>					
PERSONNEL INFORMATION					
<p>Three personal flight logs were obtained from the pilot's residence and examined. The first log was opened on March 19, 1972, and closed on September 28, 1989. The second log was opened on October 01, 1989, and closed on June 25, 1993. The third log was opened on June 30, 1993, and the last entry was dated April 11, 1994. There was no known record of any flights subsequent to the April 11, 1994, entry. The pilot reported a total of 2500 hours of flight time at his most recent FAA medical examination (February 28, 1996).</p> <p>The pilot's total flight time of approximately 1,468 hours was based upon these log entries, and the most recent entry of a biannual flight review was entered into the third logbook and dated January 15, 1994.</p> <p>The logs showed the pilot as having accrued approximately 257 hours in the 8KCAB (all in the accident aircraft) by the April 11, 1994 date.</p>					
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National Transportation Safety Board

FACTUAL REPORT

AVIATION

NTSB ID: SEA96FA133

Occurrence Date: 06/20/1996

Occurrence Type: Accident

Narrative (Continued)

AIRCRAFT INFORMATION

The aircraft's airframe, powerplant and propeller logs were reviewed. All three logs showed the most current inspection as having been an annual conducted on 03/01/93, at an aircraft total time of 1004 hours since the aircraft's certification on 07/05/73. The amount of time accrued on the engine/airframe between the date of the accident and the 03/01/93 inspection was not known.

Documentation found with the aircraft logs showed the application of an FAA form 337 (Major repair and alteration), dated 12/16/80, for the installation of a single injector smoke system. This system was designed to inject a stream of "Corray 22" oil into the exhaust manifold tube near its outboard end to create a smoke trail during flight when desired by the pilot.

METEOROLOGICAL INFORMATION

Winds at several locations throughout the area were reported as calm to light as reported below:

	TIME:	LOCATION:	RANGE/BRG FM SITE:	WINDS:
	1855PDT	Pullman, WA	25 nautical miles NE	calm
	1856PDT	Lewiston, ID	23 nautical miles SE	020
degrees at	6 knots	1851PDT	Walla Walla, WA	37 nautical miles
SW	220 degrees at	7 knots		

WRECKAGE AND IMPACT INFORMATION

The aircraft impacted moderately upsloping terrain approximately 50 feet below the rim of a broad plateau (refer to photograph 01). The latitude and longitude of the accident site was 46 degrees 28.28 minutes north and 117 degrees 34.12 minutes west respectively at an elevation of approximately 2,300 feet above sea level. The slope of the terrain at the impact site was +25 degrees. The impact site was located less than 1,000 feet southeast of the east end of a turf runway used by the pilot. The runway was oriented east/west (refer to CHART I and photograph 02).

The aircraft was observed at the crash site with the nose oriented upslope and the lateral axis approximately 290/110 degrees magnetic (left wing east). Most of the aircraft had been involved in a fire with the exception of the aft, outboard portion of the left wing (refer to photographs 03 and 04). The longitudinal axis of the aircraft was oriented along an approximate 041 degree magnetic bearing (refer to photograph 05) with the nose directed southwest.

The aircraft's empennage displayed minimal deformation to its tubular structure (refer to photograph 06). The left wing was partially burned and fragments of red navigation lens were observed on the ground several inches from the left navigation light retaining socket (refer to photograph 07). The right wing was heavily fire damaged (refer to photograph 08).

The propeller remained attached to the engine. One blade displayed extensive aftward tip curl while the opposing blade displayed approximately 30 degrees of forward bending deformation (refer to photograph 09).

There was no distribution of wreckage across the terrain and all aircraft components were located within close proximity of the ground impact site. There was no evidence of any control discontinuity with the aircraft's flight control systems.

MEDICAL AND PATHOLOGICAL INFORMATION

Post mortem examination of the pilot was conducted by Karl T. Koenen, M.D., at Pathologist's Regional Laboratory, 1225 Highland Avenue, Lewiston, Idaho, 99403, on 06/21/96. Toxicological evaluation of samples from the pilot was conducted by the FAA's Toxicology and Accident Research

National Transportation Safety Board

FACTUAL REPORT

AVIATION

SAFETY BOARD

NTSB ID: SEA96FA133

Occurrence Date: 06/20/1996


Occurrence Type: Accident


Narrative (Continued)

Laboratory. All results were negative (refer to attached toxicology report).

ADDITIONAL INFORMATION

On site examination of the wreckage was conducted on the afternoon of 06/21/96 after which the wreckage was verbally released to the pilot's brother. Written wreckage release was obtained on 07/09/96 and was documented on NTSB Form 6120.15 (attached).

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>		NTSB ID: SEA96FA133			
		Occurrence Date: 06/20/1996			
		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: Full Stop					
Aircraft Information					
Aircraft Manufacturer Bellanca		Model/Series 8KCAB		Serial Number 96-73	
Airworthiness Certificate(s): 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 03/1993	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 HOWELL, MERLE, D.		Street Address BOX 78			
		City POMEROY	State WA	Zip Code 99347	
Operator of Aircraft Same as Reg'd Aircraft Owner		Street Address 1475 MAIN STREET			
		City POMEROY	State WA	Zip Code 99347	
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: SEA96FA133
	Occurrence Date: 06/20/1996
	Occurrence Type: Accident

First Pilot Information

Name On File	City On File	State On File	Date of Birth On File	Age 43
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Sex: M	Seat Occupied: Front	Principal Profession: Unknown	Certificate Number: On File
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Certificate(s): Commercial

Airplane Rating(s): Single-engine Land

Rotorcraft/Glider/LTA: None

Instrument Rating(s): None

Instructor Rating(s): None

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: 02/1996
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- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Mult-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air
						Actual	Simulated			
Total Time	1468	256	1468							
Pilot In Command(PIC)	1401	255	1401							
Instructor										
Last 90 Days										
Last 30 Days										
Last 24 Hours										

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 PASCO	State WA	Airport Identifier	Departure Time 0000	Time Zone
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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:

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: SEA96FA133
	Occurrence Date: 06/20/1996
	Occurrence Type: Accident

Weather Information					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
PUW	1855	PDT	2551 Ft. MSL	25 NM	30 Deg. Mag.
Sky/Lowest Cloud Condition: Scattered			9000 Ft. AGL	Condition of Light: Day	
Lowest Ceiling: None		0 Ft. AGL	Visibility: 20	SM	Altimeter: 29.00 "Hg
Temperature: 21 °C	Dew Point: 2 °C	Wind Direction:		Density Altitude: 5000 Ft.	
Wind Speed: Calm	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: SEA96FA133

Occurrence Date: 06/20/1996

Occurrence Type: Accident

Administrative Information

Investigator-In-Charge (IIC)

STEVEN A. MCCREARY

Additional Persons Participating in This Accident/Incident Investigation: