 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: CHI99LA344		Aircraft Registration Number: N5532K	
		Occurrence Date: 09/19/1999		Most Critical Injury: Fatal	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place ATLANTA		State KS	Zip Code 67008	Local Time 1800	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:					
<p>HISTORY OF FLIGHT</p> <p>On September 19, 1999, at 1800 central daylight time, a Bellanca 8KCAB, N5532K, piloted by a commercial pilot, was destroyed when it impacted terrain near Atlanta, Kansas. The personal flight was conducted under the provisions of 14 CFR Part 91 and was not on a flight plan. Visual meteorological conditions prevailed at the time of the accident. The pilot was fatally injured and the one passenger was seriously injured. The local flight originated at a private airstrip near Atlanta, Kansas, about 15 minutes prior to the accident.</p> <p>In a written statement, the aircraft owner, who was a witness to the accident, stated that the airplane "... departed to the south and climbed to altitude at which time..." the pilot "... performed a loop, immelman, a couple of hammerhead stalls and a couple of rolls and returned to the airport." The witness said that the airplane then "... approached from the north in what I call a crop duster pass at the end of the strip, he pulled the airplane up approximately 20 [degrees] to 25 [degrees] pitch and started a turn to the left." The witness stated that he then saw the airplane "... in a left wing low attitude and descending ... and then realized the aircraft was basically out of control." The witness also stated that the engine sounded as if it was producing power.</p> <p>Another witness to the accident stated that he saw the aircraft doing aerobatic maneuvers and then a fly by from northeast to southwest at approximately 100 feet. The witness stated that, following the fly by, the aircraft "...pulled up and did a roll. He went [through] the roll and back upright but it appear[ed] to have snaped [through] the roll to the left more and I saw the plane was out of control." The witness also stated that the engine sounded as if it was producing power prior to impact.</p> <p>According to a Federal Aviation Administration (FAA) investigator, neither the pilot nor rear seat passenger were wearing parachutes.</p>					
PERSONNEL INFORMATION					
<p>The pilot in command was born on February 3, 1946. He held a commercial pilot certificate with a single engine land rating. The pilot was issued a second class medical certificate on May 16, 1999. According to a report submitted by the aircraft owner, the pilot had accumulated approximately 9,000 hours of flight time.</p> <p>The rear seat passenger held a private pilot certificate issued on August 15, 1999.</p>					
AIRCRAFT INFORMATION					

National Transportation Safety Board

FACTUAL REPORT

AVIATION

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Occurrence Type: Accident

Narrative (Continued)

The aircraft is a Bellanca model 8KCAB, N5532K, serial number 389-78, manufactured in 1978. A Lycoming model AEIO-360 series engine producing 180 horsepower powered the aircraft. The most recent annual inspection was conducted on April 28, 1999, at a tachometer time of 1,187 hours. The aircraft had accumulated a total of 1,204 hours at the time of the accident.

METEOROLOGICAL INFORMATION

The Winfield, Kansas weather reporting station, KWLD, located 21 miles and 220 degrees magnetic from the accident site, was reporting scattered clouds, 10 miles visibility, wind from 110 degrees magnetic at 7 knots, temperature of 77 degrees Fahrenheit, a dew point of 39 degrees Fahrenheit and an altimeter setting of 29.91 inches of mercury. The weather report was issued approximately 6 minutes prior to the accident.

There is no record of the pilot obtaining a weather briefing prior to the accident flight.

WRECKAGE AND IMPACT INFORMATION

An on scene examination of the wreckage was conducted by representatives of the FAA. The aircraft impacted the ground in a farm field approximately 0.5 miles southeast of the pilot's private airstrip. The fuselage was oriented in a northwest direction. Both wings, the engine, and the landing gear were broken loose from the fuselage. According to a statement by a witness, the right wing had been moved to gain access to the cockpit. The FAA inspectors found no anomalies that could be associated with a preexisting condition and the aircraft owner listed no mechanical malfunction in his written report.


MEDICAL AND PATHOLOGICAL INFORMATION


The Sedgwick County, Kansas Regional Forensic Science Center in Wichita, Kansas performed a post mortem examination of the pilot, on September 22, 1999. The cause of death was stated in the report as "...multiple injuries..." sustained in the accident.

A toxicological examination of specimens from the pilot revealed no evidence of drugs, cyanide, ethanol or carbon monoxide present in the specimens tested.

ADDITIONAL DATA/INFORMATION

The Federal Aviation Administration, Flight Standards District Office, Wichita, Kansas was a party to the investigation.

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		Occurrence Date: 09/19/1999			
		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 389-78	
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-360	Rated Power: 180 HP		
- Aircraft Inspection Information					
Type of Last Inspection Annual	Date of Last Inspection 04/1998	Time Since Last Inspection 17 Hours	Airframe Total Time 1204 Hours		
- Emergency Locator Transmitter (ELT) Information					
ELT Installed? Yes	ELT Operated?	ELT Aided in Locating Accident Site?			
Owner/Operator Information					
Registered Aircraft Owner DAVID A BENJAMIN		Street Address 216 SCENIC HIGHWAY			
		City LOOKOUT MTN	State GA	Zip Code 30750	
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: CHI99LA344
	Occurrence Date: 09/19/1999
	Occurrence Type: Accident

First Pilot Information

Name On File	City On File	State On File	Date of Birth On File	Age 53
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Sex: M	Seat Occupied: Front	Principal Profession: Business	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: 05/1980
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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	8000	25	8000							
Pilot In Command(PIC)	7950	25	7950							
Instructor										
Last 90 Days	20	2	20							
Last 30 Days	8	2	8							
Last 24 Hours	2	1	2							

Seatbelt Used? Yes	Shoulder Harness Used? Yes	Toxicology Performed? Yes	Second Pilot? Yes
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Flight Plan/Itinerary

Type of Flight Plan Filed: None

Departure Point Same as Accident/Incident Location	State	Airport Identifier	Departure Time 1745	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:
No record of briefing

Method of Briefing:

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: CHI99LA344
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Weather Information					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
WLD	1754	CDT	1160 Ft. MSL	21 NM	220 Deg. Mag.
Sky/Lowest Cloud Condition: Scattered			0 Ft. AGL	Condition of Light: Day	
Lowest Ceiling: None		0 Ft. AGL	Visibility: 10	SM	Altimeter: 29.00 "Hg
Temperature: 25 °C	Dew Point: 4 °C	Wind Direction: 110		Density Altitude: Ft.	
Wind Speed: 7	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: None	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		1			1
- TOTAL ABOARD -	1	1			2
Other Ground	0	0	0		0
- GRAND TOTAL -	1	1	0		2

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National Transportation Safety Board

FACTUAL REPORT

AVIATION



NTSB ID: CHI99LA344

Occurrence Date: 09/19/1999

Occurrence Type: Accident

Administrative Information

Investigator-In-Charge (IIC)

JOHN M. BRANNEN

Additional Persons Participating in This Accident/Incident Investigation:

VERLE ENGLE
FAA, 1801 AIRPORT RD.
WICHITA, KS 67209