



## National Transportation Safety Board Aviation Accident Factual Report

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|-------------------------|----------------------|-------------------------|------------|
| <b>Location:</b>        | MADISON, MS          | <b>Accident Number:</b> | MIA95LA015 |
| <b>Date &amp; Time:</b> | 11/01/1994, 1200 CST | <b>Registration:</b>    | N8456V     |
| <b>Aircraft:</b>        | ROCKWELL S-2R        | <b>Aircraft Damage:</b> | Destroyed  |
| <b>Defining Event:</b>  |                      | <b>Injuries:</b>        | 1 None     |

**Flight Conducted Under:** Part 91: General Aviation - Ferry

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On November 1, 1994, about 1200 central standard time, a Rockwell S-2R, N8456V, registered to Kimmel Flying Service, operating as a 14 CFR part 91 ferry flight, experienced smoke in the cockpit during cruise flight at about 1,000 feet msl. The smoke was entering the cockpit from beneath the floor. The pilot made a precautionary landing to a harvested cotton field in the vicinity of Madison, Mississippi. On landing rollout, the pilot observed a tree line and applied brakes, the airplane nosed down on its propeller, and rocked back on its landing gear. The pilot exited the airplane, opened a panel on the right side, and observed dark smoke with an electrical smell. He moved away from the airplane, and the airplane was consumed by fire. Visual meteorological conditions prevailed and no flight plan was filed. The airline transport-rated pilot reported no injuries. The flight originated from Hollandale, Mississippi, about 20 minutes before the accident.

Examination of the wreckage by the FAA revealed there was no evidence of an in-flight fire. The origin of the postcrash fire, and the source of the smoke reported by the pilot was not determined.

## Pilot Information

|                                  |   |  |                            |
|----------------------------------|---|--|----------------------------|
| <b>Certificate:</b>              | Airline Transport; Commercial   | <b>Age:</b>                              | 37, Male                   |
| <b>Airplane Rating(s):</b>       | Multi-engine Land; Single-engine Land   | <b>Seat Occupied:</b>                    | Front                      |
| <b>Other Aircraft Rating(s):</b> | None  | <b>Restraint Used:</b>                   | Seatbelt, Shoulder harness |
| <b>Instrument Rating(s):</b>     | Airplane  | <b>Second Pilot Present:</b>             | No                         |
| <b>Instructor Rating(s):</b>     | Airplane Single-engine; Instrument Airplane   | <b>Toxicology Performed:</b>             | No                         |
| <b>Medical Certification:</b>    | Class 2 Valid Medical--no waivers/lim.  | <b>Last FAA Medical Exam:</b>            | 05/10/1994                 |
| <b>Occupational Pilot:</b>       |   | <b>Last Flight Review or Equivalent:</b> |                            |
| <b>Flight Time:</b>              | 11000 hours (Total, all aircraft), 5000 hours (Total, this make and model), 11300 hours (Pilot In Command, all aircraft), 50 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft) |  |                            |

## Aircraft and Owner/Operator Information

|                                      |                       |                                       |              |
|--------------------------------------|-----------------------|---------------------------------------|--------------|
| <b>Aircraft Make:</b>                | ROCKWELL              | <b>Registration:</b>                  | N8456V       |
| <b>Model/Series:</b>                 | S-2R S-2R             | <b>Aircraft Category:</b>             | Airplane     |
| <b>Year of Manufacture:</b>          |                       | <b>Amateur Built:</b>                 | No           |
| <b>Airworthiness Certificate:</b>    | Restricted            | <b>Serial Number:</b>                 | 2216R        |
| <b>Landing Gear Type:</b>            | Tailwheel             | <b>Seats:</b>                         | 1            |
| <b>Date/Type of Last Inspection:</b> | 03/11/1994, 100 Hour  | <b>Certified Max Gross Wt.:</b>       | 7000 lbs     |
| <b>Time Since Last Inspection:</b>   |                       | <b>Engines:</b>                       | 1 Turbo Prop |
| <b>Airframe Total Time:</b>          | 6500 Hours            | <b>Engine Manufacturer:</b>           | P&W          |
| <b>ELT:</b>                          | Not installed         | <b>Engine Model/Series:</b>           | PT-6A-21     |
| <b>Registered Owner:</b>             | KIMMEL FLYING SERVICE | <b>Rated Power:</b>                   | 585 hp       |
| <b>Operator:</b>                     | KIMMEL FLYING SERVICE | <b>Operating Certificate(s) Held:</b> | None         |

## Meteorological Information and Flight Plan

|                                  |                      |   |                  |
|----------------------------------|----------------------|---|------------------|
| Conditions at Accident Site:     | Visual Conditions    | Condition of Light:                     | Day              |
| Observation Facility, Elevation: | JAN, 346 ft msl      | Distance from Accident Site:            | 6 Nautical Miles |
| Observation Time:                | 1254 CST             | Direction from Accident Site:           | 10°              |
| Lowest Cloud Condition:          | Clear / 0 ft agl     | Visibility                              | 10 Miles         |
| Lowest Ceiling:                  | None / 0 ft agl      | Visibility (RVR):                       | 0 ft             |
| Wind Speed/Gusts:                | 5 knots /            | Turbulence Type<br>Forecast/Actual:     | /                |
| Wind Direction:                  | 300°                 | Turbulence Severity<br>Forecast/Actual: | /                |
| Altimeter Setting:               | 30 inches Hg         | Temperature/Dew Point:                  | 14° C / 1° C     |
| Precipitation and Obscuration:   |                      |   |                  |
| Departure Point:                 | HOLLANDALE, MS (14M) | Type of Flight Plan Filed:              | None             |
| Destination:                     |                      | Type of Clearance:                      | None             |
| Departure Time:                  | 1140 CST             | Type of Airspace:                       | Class G          |

## Wreckage and Impact Information

|                     |        |                      |           |
|---------------------|--------|----------------------|-----------|
| Crew Injuries:      | 1 None | Aircraft Damage:     | Destroyed |
| Passenger Injuries: | N/A    | Aircraft Fire:       | On-Ground |
| Ground Injuries:    | N/A    | Aircraft Explosion:  | None      |
| Total Injuries:     | 1 None | Latitude, Longitude: |           |

## Administrative Information

|                                   |  |
|-----------------------------------|--|
| Investigator In Charge (IIC):     | CARROL A SMITH   |
| Additional Participating Persons: | ST. ELMO M MASSENGALE; JACKSON, MS   |
| Investigation Docket:             | NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> . |