



National Transportation Safety Board Aviation Accident Final Report

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

Flight Conducted Under: Part 91: General Aviation - Ferry

Analysis

The pilot was in cruise flight at about 1,000 feet msl when he experienced smoke entering the cockpit from beneath the floor. A precautionary landing was made to a harvested cotton field. On landing roll-out the pilot observed a tree line to his front, he applied heavy braking, the airplane nosed down on the propeller and rocked back on its landing gear. The airplane was destroyed by a post crash fire. Examination of the wreckage by the FAA revealed there was no evidence of an in-flight fire. The origin of the post crash fire, and the smoke reported by the pilot could not be determined.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOTS IMPROPER USE OF BRAKES DURING A PRECAUTIONARY LANDING.

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: CRUISE

Findings

1. FUSELAGE, CREW COMPARTMENT - SMOKE
2. REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: NOSE DOWN
Phase of Operation: LANDING - ROLL

Findings

3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
4. (C) BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND

Factual Information

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

Certificate:	Airline Transport; Commercial	Age:	37, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	05/10/1994
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	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

Aircraft Make:	ROCKWELL	Registration:	N8456V
Model/Series:	S-2R S-2R	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Restricted	Serial Number:	2216R
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	03/11/1994, 100 Hour	Certified Max Gross Wt.:	7000 lbs
Time Since Last Inspection:		Engines:	1 Turbo Prop
Airframe Total Time:	6500 Hours	Engine Manufacturer:	P&W
ELT:	Not installed	Engine Model/Series:	PT-6A-21
Registered Owner:	KIMMEL FLYING SERVICE	Rated Power:	585 hp
Operator:	KIMMEL FLYING SERVICE	Operating Certificate(s) Held:	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 Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity 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 **Report Date:** 03/13/1995

Additional Participating Persons: ST. ELMO M MASSENGALE; JACKSON, MS

Publish Date:

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 pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).