

<u>NATIONAL TRANSPORTATION SAFETY BOARD</u>		Time	Date
RECORD OF: <input type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE <input checked="" type="checkbox"/> TELEPHONE CALL		9:00 am	8/22/2011
Name (s) of Person (s) contacted or in conference and location		Routing	
FAA Insp. Jacob Corbett - in call to NTSB Miami Office		Symbol	Initials
Subject:			
ERA11FA458			
Digest:			
<p>Inspector Corbett informed that the accident pilot information as: David W. Duncan, [REDACTED], Commercial - Single Engine Land, Multi-Engine Land, and Instrument. Last medical , a second class , with must wear corrective lenses, was on 8/18/2010, he reported 2,740 total flight hours at that time. the FAA system has 2 each PTRS accidents on the pilot; however, the FAA system lacked the details to those PTRS. -----END-----</p>			
Conclusions, Action Taken, or Required:			
All information was conveyed back for accuracy throughout the conversation.			
Date	Title	Signature	
8/22/2011	Aviation Safety Investigator, IIC	OBREGON	

THE AIRCRAFT DEPARTED ON RUNWAY 36 AT TUPELO REGIONAL AIRPORT (TUP) IN MISSISSIPPI. SHORTLY AFTER TAKEOFF THE AIRCRAFT ROLLED LEFT AND LOST ATTITUDE. THE AIRCRAFT WAS HEADED IN A SOUTHWESTERLY DIRECTION WHEN IT CROSSED AND IMPACTED COLEY ROAD, WHICH RUNS NORTH AND SOUTH. THE AIRCRAFT THEN IMPACTED A PINE TREE WHERE IT CAME TO REST CAUSING SUBSTANTIAL DAMAGE TO THE AIRCRAFT AND THE FATALITY OF THE PILOT.

ISSUES INVOLVED

(3) DURING THE INSPECTION OF THE AIRCRAFT THE LEFT ENGINE PROPELLER BLADES INDICATED THE ENGINE WAS PRODUCING LOW TO NO POWER AT IMPACT.

(3) IT WAS ALSO DISCOVERED THE FUEL LINE ON THE LEFT ENGINE GOING TO THE FUEL MANIFOLD AND FUEL MIXTURE CONTROL WAS VERY LOOSE AT THE MANIFOLD CONNECTION POINT.

(3) DURING THE ANNUAL INSPECTION THE ABOVE LISTED FUEL LINE WAS DISCONNECTED TO REPLACE THE NUMBER TWO ENGINE CYLINDER, DUE TO LOW COMPRESSION.

(3) THE RIGHT ENGINE PROPELLER GOVERNOR WAS REPAIRED.

(3) THE ANNUAL INSPECTION WAS SIGNED OFF AUGUST 16, 2011. THIS WAS THE FIRST FLIGHT AFTER THE ANNUAL INSPECTION.

(BOTH ENGINES WILL BE TEST RAN AND INSPECTED/BOTH PROPELLERS WILL BE INSPECTED)

(4) THE PILOT DID NOT MAINTAIN DIRECTIONAL CONTROL OF THE AIRCRAFT

(AWAITING ON PILOT TOXICOLOGY RESULTS)