National Transportation Safety Board
Washington, DC 20594

Brief of Accident

Adopted 11/18/1994

MIA94FA058
File No. 289 | 01/22/1994 | PONTOTOC, MS | Aircraft Reg No. N88255 | Time (Local): 16:15 CST

Make/Model:	BELLANCA / 8KCAB
Engine Make/Model:	LYCOMING / IO-320-E1A
Aircraft Damage:	Destroyed
Number of Engines:	1
Operating Certificate(s):	None
Type of Flight Operation:	Personal
Reg. Flight Conducted Under:	Part 91: General Aviation

	Fatal	Serious	Minor/None
Crew	1	0	0
Pass	0	0	0

Last Depart. Point:	TUPELO , MS
Destination:	Same as Accident/Incident Location
Airport Proximity:	Off Airport/Airstrip

Condition of Light:	Day
Weather Info Src:	Weather Observation Facility
Basic Weather:	Visual Conditions
Lowest Ceiling:	None
Visibility:	10.00 SM
Wind Dir/Speed:	170 / 003 Kts
Temperature (°C):	8
Precip/Obscuration:	None / None

Pilot-in-Command Age: 47

Certificate(s)/Rating(s)
Flight Instructor; Commercial; Multi-engine Land; Single-engine Land; Helicopter
Instrument Ratings
Airplane

Flight Time (Hours)

Total All Aircraft:	13352
Last 90 Days:	140
Total Make/Model:	25
Total Instrument Time:	2180

Witnesses in the crash area observed the aircraft in a nose down descent and then recover to level flight at about 500 feet agl with near full engine power. The aircraft then flew off to the southeast. A witness located about 1 mile south of these witnesses heard the aircraft in what appeared to be a descent with near full engine power. He heard a noise similar to a rifle being fired followed immediately by all engine noise stopping. He later located the wreckage of the aircraft which had crashed into trees and then the ground. Post crash examination of the aircraft structure, flight controls, and engine revealed no evidence to indicate precrash failure or malfunction. The State Medical Examiner stated the pilot died as a result massive blunt force injuries due to crash. Toxicology testing indicated no evidence of alcohol or drug usage by the pilot prior to the crash.

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Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: MANEUVERING

Findings
1. (C) ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
2. OBJECT - TREE(S)

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings
3. TERRAIN CONDITION - GROUND

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.
THE PILOT IN COMMAND'S FAILURE TO MAINTAIN ALTITUDE WHILE MANUEVERING RESULTING IN THE AIRCRAFT COLLIDING WITH TREES AND THEN THE GROUND.