

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	Fatal	1	Serious	0	Minor/None	0
Engine Make/Model:	LYCOMING / IO-320-E1A	Crew	0				
Aircraft Damage:	Destroyed	Pass	0		0		0
Number of Engines:	1						
Operating Certificate(s):	None						
Type of Flight Operation:	Personal						
Reg. Flight Conducted Under:	Part 91: General Aviation						

Last Depart. Point:	TUPELO , MS	Condition of Light:	Day
Destination:	Same as Accident/Incident Location	Weather Info Src:	Weather Observation Facility
Airport Proximity:	Off Airport/Airstrip	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	Flight Time (Hours)
Certificate(s)/Rating(s)		Total All Aircraft: 13352
Flight Instructor; Commercial; Multi-engine Land; Single-engine Land; Helicopter		Last 90 Days: 140
Instrument Ratings		Total Make/Model: 25
Airplane		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.

Brief of Accident (Continued)

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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 MANEUVERING RESULTING IN THE AIRCRAFT COLLIDING WITH TREES AND THEN THE GROUND.