



Aviation Investigation Final Report

Location:	Tupelo, Mississippi	Accident Number:	CEN22LA428
Date & Time:	September 3, 2022, 10:21 Local	Registration:	N342ER
Aircraft:	Beech C90A	Aircraft Damage:	Substantial
Defining Event:	Security/criminal event	Injuries:	1 None
Flight Conducted Under:	Unknown		

Analysis

The uncertificated pilot stole the accident airplane with the intent of crashing it into a department store located 2 miles southeast of the airport. However, he continued to fly the airplane in the area for several hours until he performed an off-airport landing in a field 32 miles northwest of the departure airport that resulted in substantial damage to the airplane’s fuselage.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The uncertificated pilot’s criminal act of stealing the airplane and later performing an off-airport landing that resulted in an impact with terrain.

Findings

Personnel issues	(general) - Not specified
Personnel issues	Stolen/unauthorized - Other

Factual Information

History of Flight

Prior to flight	Security/criminal event
Maneuvering	Security/criminal event (Defining event)
Landing-flare/touchdown	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Student	Age:	29, Male
Airplane Rating(s):	None	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	February 6, 2013
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 31 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N342ER
Model/Series:	C90A	Aircraft Category:	Airplane
Year of Manufacture:	1987	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	LJ-1156
Landing Gear Type:	Retractable - Tricycle	Seats:	9
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	10100 lbs
Time Since Last Inspection:		Engines:	2 Turbo prop
Airframe Total Time:		Engine Manufacturer:	P&W CANADA
ELT:		Engine Model/Series:	PT6A-60A
Registered Owner:	SOUTHEAST AVIATION LLC	Rated Power:	550 Horsepower
Operator:	Pilot	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	TUP,347 ft msl	Distance from Accident Site:	32 Nautical Miles
Observation Time:	09:53 Local	Direction from Accident Site:	135°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.08 inches Hg	Temperature/Dew Point:	29°C / 23°C
Precipitation and Obscuration:			
Departure Point:	Tupelo, MA (TUP)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	07:45 Local	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	34.26454,-88.71475(est)

Administrative Information

Investigator In Charge (IIC):	Gallo, Mitchell
Additional Participating Persons:	John Parker; Federal Aviation Administration, Jackson Flight Standards District Office; Jackson, MS
Original Publish Date:	February 9, 2023
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=105984

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).