



# Aviation Investigation Final Report

<b>Location:</b>	MAGNOLIA, Mississippi	<b>Accident Number:</b>	MIA91FA171
<b>Date &amp; Time:</b>	June 26, 1991, 18:00 Local	<b>Registration:</b>	N60195
<b>Aircraft:</b>	BEECH 77	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	2 Fatal
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

## Analysis

THE INSTRUCTOR PILOT (CFI) AND STUDENT WERE ON AN INSTRUCTIONAL FLIGHT IN VFR CONDITIONS. A WITNESS SAW AND HEARD THE AIRPLANE FLYING EASTBOUND. SHORTY THEREAFTER, THE AIRPLANE CRASHED ON A SOUTHERLY HEADING. THERE WAS EVIDENCE THAT INITIAL IMPACT OCCURRED, WHEN THE RIGHT WING TIP COLLIDED WITH TREETOPS. THE AIRPLANE REMAINED AIRBORNE FOR A DISTANCE, THEN CRASHED IN A STEEP DESCENT AFTER TRAVELING ABOUT 330 FT FROM WHERE THE FIRST PIECE OF THE WING TIP WAS FOUND. NO PREIMPACT PART FAILURE OR MALFUNCTION OF THE AIRCRAFT OR ENGINE WAS FOUND.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE INSTRUCTOR PILOT'S (CFI'S) IMPROPER SUPERVISION OF FLIGHT AND A FAILURE TO MAINTAIN SUFFICIENT ALTITUDE ABOVE THE TREES.

## Findings

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

### Findings

1. (C) SUPERVISION - IMPROPER - PILOT IN COMMAND(CFI)
2. TREE(S) - TREE(S)

3. (C) PROPER ALTITUDE - NOT MAINTAINED

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	71,Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane single-engine	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	December 1, 1990
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1696 hours (Total, all aircraft), 5 hours (Total, this make and model), 1394 hours (Pilot In Command, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N60195
<b>Model/Series:</b>	77 77	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	WA-23
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	June 1, 1991 Annual	<b>Certified Max Gross Wt.:</b>	1650 lbs
<b>Time Since Last Inspection:</b>	57 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	933 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-235-L2C
<b>Registered Owner:</b>	ROY STEWART	<b>Rated Power:</b>	118 Horsepower
<b>Operator:</b>	ROY STEWART	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	MCB ,413 ft msl	<b>Distance from Accident Site:</b>	6 Nautical Miles
<b>Observation Time:</b>	18:52 Local	<b>Direction from Accident Site:</b>	330°
<b>Lowest Cloud Condition:</b>	Scattered / 4000 ft AGL	<b>Visibility</b>	7 miles
<b>Lowest Ceiling:</b>	Broken / 25000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	6 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	50°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	31°C / 24°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	MCCOMB (MCB )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	17:28 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>	0 ft msl	<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	0 ft / 0 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 Fatal	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 Fatal	<b>Latitude, Longitude:</b>	31.150295,-90.46067(est)

## Administrative Information

Investigator In Charge (IIC):	Smith, Carrol
Additional Participating Persons:	JOHN WARD; WICHITA , KS JAMES STABLEY; WILLIAMSPORT , PA JOE A. LAIRD, JR.; JACKSON , MS
Original Publish Date:	May 3, 1993
Last Revision Date:	
Investigation Class:	<a href="#">Class</a>
Note:	
Investigation Docket:	<a href="https://data.nts.gov/Docket?ProjectID=32754">https://data.nts.gov/Docket?ProjectID=32754</a>

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