



Aviation Investigation Final Report

Location:	LEXINGTON, Mississippi	Accident Number:	ATL95FA173
Date & Time:	September 24, 1995, 09:40 Local	Registration:	N5926M
Aircraft:	Cessna 310P	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

Witnesses stated that they observed the aircraft as it came out of the base of the clouds. The aircraft was in a right bank, nose down attitude as it descended out of the clouds, and maintained that attitude until impact with the terrain. They also stated that the weather in the area at the time was about 200 feet overcast. The pilot's son reported that his father was not proficient in the aircraft, and relied on the autopilot to fly the aircraft. He also said that his father had open heart surgery in 1978, and again in 1990, and could not obtain an FAA Medical Certificate.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the non-instrument rated pilot's intentional VFR flight into instrument meteorological conditions and his failure to maintain control of the aircraft. The weather was a factor.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: CRUISE

Findings

1. (F) WEATHER CONDITION - LOW CEILING
2. (C) VFR FLIGHT INTO IMC - INITIATED - PILOT IN COMMAND
3. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Factual Information

HISTORY OF FLIGHT

On September 24, 1995, about 0940 central daylight time, a Cessna 310P, N5926M, collided with the ground during an uncontrolled descent near Lexington, Mississippi. The airplane was operated by the pilot under the provisions of 14 CFR Part 91, and visual flight rules. Instrument meteorological conditions prevailed. A flight plan was not filed for the personal flight. The private, non-instrument rated pilot and one passenger were fatally injured, and the airplane was destroyed. Origination of the flight was the C.A. Moore Airport, Lexington, Mississippi, about 30 minutes prior to the accident.

Witnesses in the area reported seeing the aircraft descend out of the base of the clouds heading in an easterly direction. They reported that the aircraft was at about 200 feet above ground level, in a right bank, and descending, at the time they observed the aircraft. The aircraft continued the right turn, and descent into the terrain. After the aircraft impacted the terrain, there was an intense post crash fire.

PERSONNEL INFORMATION

The pilot held a private pilot certificate with airplane single and multiengine ratings. His third class medical, issued on January 10, 1989, had expired.

Federal Aviation Administration (FAA) records showed that he had accumulated 3,600 hours of flight time. No pilot records for the pilot were found.

The pilot's son reported that his father was not competent to fly the aircraft, and relied on the aircraft autopilot to fly the aircraft. He stated that his father had open heart surgery in 1978, and again in 1990, and that he could not obtain an FAA medical certificate. He said that his father had reported to him that he had vertigo during the flight into Lexington a couple of weeks prior, and that he was going to take the aircraft back to Dallas, and sell it.

AIRCRAFT INFORMATION

The Cessna 310P is a twin engine, low wing, retractable gear airplane.

No records for the aircraft could be located following the accident.

METEOROLOGICAL INFORMATION

Instrument meteorological conditions existed at Greensboro, Mississippi at the time of the

accident, and witnesses near the accident site reported that the ceilings in the area were about 200 feet above ground level. Additional meteorological information may be obtained on page 4 of this report.

WRECKAGE AND IMPACT INFORMATION

The aircraft impacted the terrain in a field near Lexington, Mississippi. There was an intense post crash fire, and most of the aircraft was consumed in the fire.

The aircraft engines were involved in the post crash fire. All of the engine accessories were consumed in the fire. There was no evidence of pre-impact failure of the engines. The aircraft propellers showed signs of "S" bending and twisting towards low pitch.

MEDICAL AND PATHOLOGICAL INFORMATION

An autopsy of the pilot was performed by Dr. Steven T. Hayne of Brandon, Mississippi. Dr. Hayne reported that the pilot died as a result of blunt force trauma received in the accident.

A Toxicological examination of the pilot was conducted by the Department of Defense Armed Forces Institute of Pathology in Washington, DC. The report was negative for the use of ethanol. The report stated that 0.15 milligrams per kilogram of ephedrine was found in the kidney.

ADDITIONAL INFORMATION

The aircraft wreckage was released to Sergeant Willie Rule, of the Holmes County, Mississippi Sheriffs Office on September 26, 1995.

Pilot Information

Certificate:	Private	Age:	67, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 3 Expired	Last FAA Medical Exam:	January 10, 1989
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	3600 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N5926M
Model/Series:	310P 310P	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	310P0226
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	5200 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO-470
Registered Owner:	ROBERT A HAMMETT	Rated Power:	260 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Day
Observation Facility, Elevation:	GWO ,155 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	09:50 Local	Direction from Accident Site:	350°
Lowest Cloud Condition:	Unknown	Visibility	5 miles
Lowest Ceiling:	Broken / 500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	40°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	15°C / 13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(19M)	Type of Flight Plan Filed:	None
Destination:	DALLAS , TX (UNK)	Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Fatal	Latitude, Longitude:	33.109844,-90.039146(est)

Administrative Information

Investigator In Charge (IIC):	Sasser, Roff
Additional Participating Persons:	HARRY MCGEE; JACKSON , MS
Original Publish Date:	July 3, 1996
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=3487

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