



# Aviation Investigation Final Report

<b>Location:</b>	RAYMOND, Mississippi	<b>Accident Number:</b>	MIA98LA090
<b>Date &amp; Time:</b>	February 27, 1998, 21:55 Local	<b>Registration:</b>	N1287M
<b>Aircraft:</b>	Cessna 337	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious, 2 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot-in-command (PIC), who was sitting in the left front seat, stated that after the airplane landed, he planned on terminating the flight. According to the PIC, during landing rollout, the 2nd pilot (pilot rated passenger in the right front seat) said '...lets go again...' and applied full power. The PIC said the airplane veered left, porpoised out of ground effect, and settled back to the ground nose first, striking the propeller. The airplane then became airborne again and collided with trees at the departure end of the runway. The PIC stated that, 'he was unsure who was flying the airplane.' Two beer cans and a plastic drinking mug were found at the accident site. A toxicology test of the 2nd pilot's blood (at 0250 local time) showed an alcohol level of (8.0 mg/dl).

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot passenger's impairment of judgment and performance due to alcohol, and control interference by the pilot passenger, which resulted in a loss of aircraft control and subsequent in-flight collision with the runway and trees.

## Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: TAKEOFF

Findings

1. LIGHT CONDITION - DARK NIGHT
2. (C) CONTROL INTERFERENCE - IMPROPER - PILOT PASSENGER
3. (C) IMPAIRMENT(ALCOHOL) - PILOT PASSENGER
4. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT PASSENGER
5. (C) PORPOISE/PILOT-INDUCED OSCILLATION - INADVERTENT - PILOT PASSENGER

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Occurrence #2: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: TAKEOFF

Findings

6. OBJECT - TREE(S)

## Factual Information

On February 27, 1998, about 2155 central standard time, a Cessna 337, N1287M, registered to Marc Inc., crashed during takeoff at the Raymond Airport, in Raymond, Mississippi, while on a Title 14 CFR Part 91 personal flight. Visual meteorological conditions prevailed at the time and no flight plan was filed. The airplane was destroyed. The private-rated pilot-in-command and one passenger received minor injuries. The commercial-rated second pilot received serious injuries. The flight originated from the same airport, at 2120.

The pilot-in-command, sitting in the front left seat, stated that after the airplane landed, he planned on terminating the flight. During landing rollout the second pilot, sitting in the front right seat, applied full power, the airplane lifted off, and settled back to the ground nose first, striking the propeller. The airplane again became airborne and collided with trees at the end of the runway. The pilot-in-command stated, "he was unsure who was flying the airplane."

According to the FAA Inspector's statement, "...we [the FAA], along with the Sheriffs Department found 1 beer can about 2 yards from the aircraft, 1 beer can with burn marks on it, about 18-20 yards from impact, 1 plastic drinking mug about 35 yards west of impact." The inspector's office requested any blood work done on the two pilots that would show percent by weight of alcohol in the blood. On March 27, 1998, the following report was received by the FAA reference the pilot in the right seat, from tests performed at the Delta Regional Medical Center, "...which shows 8.0 mg/dl, which I [FAA Inspector] understand to be the equivalent of .008%." On April 3, 1998, the inspector received records on the left seat pilot from the University of Mississippi Medical Center. According to the FAA Inspector, "...these records do not show any blood alcohol test being taken."

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	27, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	August 1, 1997
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	150 hours (Total, all aircraft), 1 hours (Total, this make and model), 125 hours (Pilot In Command, all aircraft), 50 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N1287M
<b>Model/Series:</b>	337 337	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	33701287
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	4700 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-360
<b>Registered Owner:</b>	MARC INC.	<b>Rated Power:</b>	225 Horsepower
<b>Operator:</b>		<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>	Night/dark
<b>Observation Facility, Elevation:</b>	JAN ,250 ft msl	<b>Distance from Accident Site:</b>	18 Nautical Miles
<b>Observation Time:</b>	21:54 Local	<b>Direction from Accident Site:</b>	260°
<b>Lowest Cloud Condition:</b>	Unknown	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Overcast / 8500 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	11°C / 8°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	(M16 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	00:00 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	JOHN BELL WILLIAMS M16	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	246 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	30	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3992 ft / 75 ft	<b>VFR Approach/Landing:</b>	Touch and go

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	1 Serious, 1 Minor	<b>Aircraft Fire:</b>	On-ground
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Serious, 2 Minor	<b>Latitude, Longitude:</b>	32.25983,-90.420242(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Yurman, Alan
<b>Additional Participating Persons:</b>	DONNA EVANS; JACKSON , MS JOE B SMITH; MOBILE , AL GREG W SCHMIDT; WICHITA , KS
<b>Original Publish Date:</b>	October 30, 1998
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=38466">https://data.nts.gov/Docket?ProjectID=38466</a>

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