



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	PIEDMONT, AL	<b>Accident Number:</b>	MIA99FA027
<b>Date &amp; Time:</b>	11/02/1998, 1715 CST	<b>Registration:</b>	N735JZ
<b>Aircraft:</b>	Cessna C-182Q	<b>Injuries:</b>	2 Fatal, 1 Serious
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

The flight was a 2-leg cross-country from Storm Lake, Iowa, to Carrollton, Georgia, with a stop for fuel at Cape Girardeau, Missouri. According to the survivor, deteriorating visibility from drizzle and sunset caused the pilot to begin a slow descent to maintain visual contact with the ground. The airplane collided with a mountain crest at about the 2,000-foot level. Postcrash examination of the airframe and engine, together with the private-rated pilot/rear seat passenger's statement revealed no malfunctions with the engine, aircraft control, flight instrument, or navigation systems.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's decision to continue the flight under visual flight rules into deteriorating visibility, and his failure to maintain altitude clearance with the terrain.

## Findings

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

### Findings

1. OBJECT - TREE(S)
2. (C) VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND
3. (C) ALTITUDE/CLEARANCE - NOT OBTAINED/MAINTAINED - PILOT IN COMMAND

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	63
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	8000 hours (Total, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N735JZ
<b>Model/Series:</b>	C-182Q C-182Q	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	R. A. HOLLINGSWORTH FAMILY LLP	<b>Engine Manufacturer:</b>	Continental
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-470-U
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Instrument Conditions	<b>Condition of Light:</b>	Dusk
<b>Observation Facility, Elevation:</b>	ANB, 612 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Broken / 1200 ft agl	<b>Wind Speed/Gusts, Direction:</b>	4 knots / , 50°
<b>Temperature:</b>	20° C	<b>Visibility</b>	2 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	CAPE GIRARDEAU, MO (CGI)	<b>Destination:</b>	CARROLLTON, GA (CTJ)

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	1 Fatal, 1 Serious	<b>Aircraft Fire:</b>	On-Ground
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

<b>Investigator In Charge (IIC):</b>	ALAN C STONE	<b>Adopted Date:</b>	02/16/2001
<b>Investigation Docket:</b>	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.