



Aviation Investigation Final Report

Location:	BAINBRIDGE, Georgia	Accident Number:	MIA98LA222
Date & Time:	August 12, 1998, 00:00 Local	Registration:	N8654L
Aircraft:	Piper PA-25-235	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 137: Agricultural		

Analysis

The pilot departed on an aerial application training flight and did not return to the departure airport. The airplane was located in a wooded area. The airplane collided with the ground in a nose down, right wing low attitude. There was no evidence of a precrash mechanical failure of the airframe, flight controls, propeller, engine assembly or accessories.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain airspeed resulting in a stall.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: MANEUVERING

Findings

1. OBJECT - TREE(S)
2. (C) AIRSPEED(VSO) - NOT MAINTAINED - PILOT IN COMMAND
3. TERRAIN CONDITION - GROUND
4. STALL - PILOT IN COMMAND

Factual Information

On August 12, 1998, at an unknown time, a Piper PA-25-235, N8654L, registered to a private owner, operating as AG Flight Inc, as a 14 CFR Part 137 aerial application training flight, crashed in the vicinity of Bainbridge, Georgia. Visual meteorological conditions prevailed and no flight plan was filed. The airplane sustained substantial damage. The private pilot was fatally injured. The flight originated from Decatur County Industrial Airpark, Bainbridge, Georgia, at about 1115.

An instructor pilot for the operator stated the pilot did not return from a simulated aerial application run. Attempts to locate the pilot by radio were uneventful. An air search was initiated and the airplane was located at about 1207.

The wreckage of N8654L was located in a wooded area south of Brinson Air Base Road, Bainbridge, Georgia, about 2 miles west of Decatur County Industrial Airpark.

Examination of the crashsite revealed the airplane collided with the ground in a near vertical nose down, right wing low attitude. The leading edge of the right wing sustained "accordion pleats starting just inboard of the lift struts, increasing in magnitude toward the tip which was bent up." The left wing had separated from the fuselage at the trailing edge. Both the hopper and fuel tanks were ruptured. One propeller blade was straight with signs of rotational abrasion on the back. The other propeller blade was bent back with evidence of torsional twisting.

Examination of the flight control system, engine assembly and accessories revealed no evidence of a precrash mechanical failure or malfunction. Continuity of the flight control system was confirmed for pitch, roll, and yaw. (For additional information see FAA Inspector Statement).

Postmortem examination of the pilot was conducted by Dr. Mark A. Koponen, Medical Examiner, Georgia Bureau of Investigation, Decatur, Georgia, on August 14, 1998. The cause of death was multiple blunt force injuries. Postmortem toxicology of specimens from the pilot was performed by the Forensic Toxicology Research Section, Oklahoma City, Oklahoma. These studies were negative for alcohol, basic, acidic, and neutral drugs.

Pilot Information

Certificate:	Private	Age:	35,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Center
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 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	July 31, 1998
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	272 hours (Total, all aircraft), 30 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N8654L
Model/Series:	PA-25-235 PA-25-235	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	25-5098
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	June 13, 1998 100 hour	Certified Max Gross Wt.:	2900 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	O-540-B2B5
Registered Owner:	WILLIAM F. HOWELL	Rated Power:	235 Horsepower
Operator:	BARRY C. LINDSEY	Operating Certificate(s) Held:	None
Operator Does Business As:	AG FLIGHT INC	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Day
Observation Facility, Elevation:	TLH ,82 ft msl	Distance from Accident Site:	50 Nautical Miles
Observation Time:	11:52 Local	Direction from Accident Site:	150°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	32°C / 23°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(BGE)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	11:15 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:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Smith, Carrol
Additional Participating Persons:	JAMES O PERRY; COLLEGE PARK , GA
Original Publish Date:	September 28, 1999
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=43694

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