



Aviation Investigation Final Report

Location:	CEDAR SPRINGS, Georgia	Accident Number:	ATL93FA012
Date & Time:	October 17, 1992, 14:45 Local	Registration:	N2479M
Aircraft:	PIPER PA-12	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PRIVATE PILOT AND A STUDENT PILOT PASSENGER WERE ON A LOCAL AERIAL PHOTOGRAPHY FLIGHT. ALTHOUGH THERE WERE NO EYEWITNESSES TO THE CRASH, SEVERAL LOCAL RESIDENTS OBSERVED THE AIRCRAFT MANEUVERING IMMEDIATELY PRIOR TO THE ACCIDENT. THEY REPORTED THAT THE AIRCRAFT WAS FLYING AT A HIGH ANGLE OF ATTACK, AT SLOW SPEED, AND AT LOW ALTITUDE (80 TO 100 FEET AGL). THE WRECKAGE WAS FOUND IN A FLAT, OPEN COW PASTURE. IMPACT DAMAGE TO THE AIRCRAFT WAS INDICATIVE OF STEEP, NOSE LOW IMPACT WITH THE GROUND (STALL). WITNESSES ALSO REPORTED THAT THE WINDS WERE GUSTY AT THE TIME, WITH SPEEDS UP TO 20 KNOTS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PRIVATE PILOT'S FAILURE TO MAINTAIN AIRSPEED ABOVE STALLING SPEED, AND HIS FAILURE TO MAINTAIN A PROPER ALTITUDE, WHICH RESULTED IN AN INADVERTENT, LOW ALTITUDE STALL. A FACTOR WAS THE GUSTY WIND CONDITION AT THE TIME OF THE ACCIDENT.

Findings

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

Findings

1. (F) WEATHER CONDITION - GUSTS
2. (C) AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
3. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
4. (C) STALL - INADVERTENT - PILOT IN COMMAND

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

Factual Information

Pilot Information

Certificate:	Private	Age:	39, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 2 Expired	Last FAA Medical Exam:	June 8, 1989
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1800 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N2479M
Model/Series:	PA-12 PA-12	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	12-1556
Landing Gear Type:	Tailwheel	Seats:	3
Date/Type of Last Inspection:	September 23, 1992 100 hour	Certified Max Gross Wt.:	1750 lbs
Time Since Last Inspection:	14 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	5330 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-235-C
Registered Owner:	HARRELLS AVIATION SERVICE, INC	Rated Power:	100 Horsepower
Operator:	HARRELLS AVIATION SERVICE, INC	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	DHN ,401 ft msl	Distance from Accident Site:	28 Nautical Miles
Observation Time:	14:50 Local	Direction from Accident Site:	285°
Lowest Cloud Condition:	Scattered / 5000 ft AGL	Visibility	7 miles
Lowest Ceiling:	Broken / 8000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	350°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	23°C / 16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	BAINBRIDGE , GA (BGE)	Type of Flight Plan Filed:	None
Destination:	(BGE)	Type of Clearance:	None
Departure Time:	14:00 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:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Hicks, Ralph
Additional Participating Persons:	RANDALL P GIBSON; COLLEGE PARK , GA
Original Publish Date:	July 26, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=8673

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).