



National Transportation Safety Board Aviation Accident Final Report

Location:	TRINITY, AL	Accident Number:	ATL97FA034
Date & Time:	02/01/1997, 0921 CST	Registration:	N50TB
Aircraft:	Cessna A150L	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

A few minutes after takeoff, the airplane was next seen flying in the vicinity of the accident site. One eyewitness stated that when the airplane first flew overhead, it was just above the tree tops. Another eyewitness observed the airplane as the pilot made several low passes. On the last low pass, the pilot initiated a steep climb which terminated in what was described as a 'hammerhead stall.' The airplane entered a spin, descended from about 500 feet, and crashed adjacent to a single family dwelling, hitting a tree and utility line as it descended to the ground. All aircraft components were located in the immediate vicinity of the main wreckage. Subsequent examination of the engine assembly failed to disclose a mechanical problem. Examination of the airframe and aircraft systems also failed to disclose a mechanical problem.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: failure of the pilot to maintain flying airspeed, while maneuvering at low altitude, which resulted in a stall and subsequent collision with a tree, utility line, and the ground.

Findings

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

Findings

1. LOW PASS - PERFORMED - PILOT IN COMMAND
 2. PULL-UP - INITIATED - PILOT IN COMMAND
 3. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 4. (C) STALL - INADVERTENT - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: DESCENT - UNCONTROLLED

Findings

5. OBJECT - TREE(S)
 6. OBJECT - WIRE, TRANSMISSION
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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

HISTORY OF FLIGHT

On February 1, 1997, at 0921 central standard time, a Cessna A150L, N50TB, collided with utility lines and a tree while maneuvering over a residential area near Trinity, Alabama. The personal flight operated under the provisions of Title 14 CFR Part 91 with no flight plan filed. Visual weather conditions prevailed at the time of the accident. The airplane was destroyed. The pilot and passenger were fatally injured. The flight departed Pryor Field in Decatur, Alabama, at 0900.

Friends of the pilot and passenger reported that they had planned to go flying after they got off work on the morning of the accident. An official of Decatur/Athens Aero Services reported that the pilot arrived at the airport at approximately 0900 hours, entered flight operation alone, and rented N50TB for about two hours.

A few minutes after takeoff from Pryor Field, the airplane was seen flying in the vicinity of Trinity, Alabama. One eyewitness stated that, when the airplane first flew overhead, it was just above the tree tops. Another witness observed the airplane as the pilot made several low passes. On the last low pass, the pilot initiated a steep climb which terminated in what was described as a "hammerhead stall." The airplane entered a spin, descended from about 500 feet, and collided with utility lines adjacent to a single family dwelling (see attached witness statements).

PERSONNEL INFORMATION

Information about the pilot is included in this report under the data field labeled "First Pilot" on page 3 of the factual report. The pilot's flight logs were not recovered for examination, and Decatur/Athens Aero services did not have recorded data about the pilot's recent flight experience.

AIRCRAFT INFORMATION

Information about the airplane is included in this report under the data field labeled "Aircraft Information" on page 2 of the factual report.

METEOROLOGICAL INFORMATION

Visual weather conditions prevailed at the time of the accident. Weather information is contained in this report under the data field labeled "Weather Information" on page 4 of the factual report.

WRECKAGE AND IMPACT INFORMATION

The airplane impacted the ground adjacent to Mud Tavern Road in the community of Trinity. Examination of the accident site disclosed that the airplane wreckage was scattered over an area the approximate dimensions of the airframe. The horizontal stabilizer and vertical fin assemblies rested along the edge of the paved county road. The nose section of the airframe rested in the drainage ditch adjacent to the road surface. Additional debris from the damaged tree and downed utility lines was located in the immediate vicinity of the impact site. Despite the closeness of the accident site to a single family dwelling, the structure sustained minimal damage.

Examination of the aircraft wreckage at the accident site revealed that engine and propeller

assemblies were buried two feet into the ground. The engine firewall was displaced aft into the pilot's and passenger's stations. Both aircraft seats were dislodged from their normally installed positions; the cockpit floor and seat tracks assemblies sustained buckling deformation. The leading edges of both wing assemblies sustained perpendicular crushing damage, and the wing assemblies were deflected aft from their normally installed positions. The pilot's station and the fuselage livable space sustained crushing damage. Despite impact damage to the airframe, flight control cables and fittings were examined at their normally installed positions. All aircraft components were located in the immediate vicinity of the main wreckage.

The subsequent examination of the engine assembly failed to disclose a mechanical problem. Examination of the airframe and aircraft systems also failed to disclose a mechanical problem.

MEDICAL AND PATHOLOGICAL INFORMATION

The autopsy on the pilot was conducted by Dr. Joseph Emory, on February 2, 1997 at the Alabama Department of Forensic Science in Birmingham, Alabama. The Toxicological examinations were negative for drugs and alcohol.

ADDITIONAL INFORMATION

The aircraft wreckage was released to, Mr. Edward C. Smith, President, Decatur/Athens Aero Services.

Pilot Information

Certificate:	Private	Age:	26, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	08/29/1995
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	140 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N50TB
Model/Series:	A150L A150L	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Utility	Serial Number:	A150-3376
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	06/12/1996, Annual	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:	44 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2526 Hours	Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-200-A
Registered Owner:	DECATUR ATHENS AERO SERVICES	Rated Power:	100 hp
Operator:	BILLY D. PARKER	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	HSV, 630 ft msl	Distance from Accident Site:	27 Nautical Miles
Observation Time:	0858 CST	Direction from Accident Site:	75°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	10° C / 4° C
Precipitation and Obscuration:			
Departure Point:	DECATUR, AL (DCU)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0855 CST	Type of Airspace:	Class G

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): PHILLIP POWELL Report Date: 12/15/1997

Additional Participating Persons: TOM MILLER; BIRMINHAM, AL

Publish Date:

Investigation Docket: 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 pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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