



National Transportation Safety Board Aviation Accident Final Report

Location:	HARRISBURG, NC	Accident Number:	ATL92LA170
Date & Time:	09/01/1992, 1240 EDT	Registration:	N7317D
Aircraft:	PIPER PA-22-150	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Other Work Use

Analysis

THE AIRPLANE WAS BEING USED TO CONDUCT AERIAL PHOTOGRAPHY. WHILE IN CRUISE FLIGHT AT 6500 FEET, THE AIRPLANE YAWED LEFT. APPLICATION OF RIGHT RUDDER WAS NOT FULLY EFFECTIVE, & WHEN RELEASED THE AIRPLANE YAWED FURTHER LEFT. AILERON CONTROL WAS SUFFICIENT TO MAKE A FORCED LANDING IN A FIELD. EXAMINATION OF THE FLIGHT CONTROL SYSTEM & THE NOSE WHEEL STEERING FAILED TO REVEAL ANY ANOMALIES. THE PILOT STATED THAT HE BELIEVED THAT THE PASSENGER, WHO WAS CONDUCTING THE PHOTOGRAPHY, HAD INADVERTENTLY INTERFERED WITH THE FLIGHT CONTROLS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
THE PASSENGER'S INADVERTENT INTERFERENCE WITH THE FLIGHT CONTROLS.

Findings

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

Findings

1. (C) CONTROL INTERFERENCE - INADVERTENT - PASSENGER

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

Occurrence #3: NOSE OVER
Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Commercial	Age:	36, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	02/21/1992
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1800 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N7317D
Model/Series:	PA-22-150 PA-22-150	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	22-5105
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	01/02/2000, Annual	Certified Max Gross Wt.:	1950 lbs
Time Since Last Inspection:	50 Hours	Engines:	1 Reciprocating
Airframe Total Time:	5000 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-320-A1A
Registered Owner:	STANLEY, LEROY III	Rated Power:	150 hp
Operator:	STANLEY, LEROY III	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	CLT, 749 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	1250 EDT	Direction from Accident Site:	240°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	29° C / 17° C
Precipitation and Obscuration:			
Departure Point:	ASHBORO, NC (W44)	Type of Flight Plan Filed:	None
Destination:	GREENSBORO, NC (3A4)	Type of Clearance:	None
Departure Time:	1030 EDT	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	PRESTON E HICKS	Report Date:	07/29/1993
Additional Participating Persons:	DENNIS A SCARFEO; WINSTON-SALEM, NC		
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).