



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	PRESTON, MD	<b>Accident Number:</b>	BF089DIG01
<b>Date &amp; Time:</b>	06/01/1989, 2023 EDT	<b>Registration:</b>	N4497Y
<b>Aircraft:</b>	PIPER PA-25-235	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 137: Agricultural		

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## Analysis

THE ACCIDENT OCCURRED DURING AN AERIAL APPLICATION FLIGHT TO SPRAY A FIELD WHICH CONTAINED A 3 TO 4 FT TALL WHEAT CROP. THE PLT REPORTED THAT DURING THE SPRAYING OPERATION, HE FLEW UNDER POWER LINES WHICH CROSSED THE FIELD. WHEN DOING SO, THE MAIN GEAR CAUGHT THE WHEAT AND THE ACFT DESCENDED TOWARD THE TERRAIN. THE ACFT THEN NOSED OVER AND CAME TO REST INVERTED.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: PILOT'S FAILURE TO MAINTAIN ADEQUATE CLEARANCE WITH THE WHEAT CROP AS HE PASSED UNDER THE POWERLINE DURING AN AERIAL APPLICATION SWATH RUN.

## Findings

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

### Findings

1. TERRAIN CONDITION - CROP
2. (C) DESCENT - EXCESSIVE - PILOT IN COMMAND
3. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

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Occurrence #2: NOSE OVER  
Phase of Operation: MANEUVERING - AERIAL APPLICATION

## Factual Information

### Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	26, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Center
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	12/20/1988
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1044 hours (Total, all aircraft), 264 hours (Total, this make and model), 1002 hours (Pilot In Command, all aircraft), 292 hours (Last 90 days, all aircraft), 94 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N4497Y
<b>Model/Series:</b>	PA-25-235 PA-25-235	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Restricted	<b>Serial Number:</b>	25-4169
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	03/24/1989, Continuous Airworthiness	<b>Certified Max Gross Wt.:</b>	2900 lbs
<b>Time Since Last Inspection:</b>	200 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3354 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	O-540-B285
<b>Registered Owner:</b>	AIR AG, INC	<b>Rated Power:</b>	235 hp
<b>Operator:</b>	AIR AG, INC.	<b>Operating Certificate(s) Held:</b>	
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	MWSG

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	SBY, 52 ft msl	Distance from Accident Site:	29 Nautical Miles
Observation Time:	2055 EDT	Direction from Accident Site:	329°
Lowest Cloud Condition:	Scattered / 20000 ft agl	Visibility	5 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	27° C / 21° C
Precipitation and Obscuration:			
Departure Point:	HOMER SCHMIDT, MD (PVT)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	2000 EDT	Type of Airspace:	Class G

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	GEORGE A GALO	Report Date:	09/09/1992
Additional Participating Persons:			
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 <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).