



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	MORGAN, MN	<b>Accident Number:</b>	CHI83LA287
<b>Date &amp; Time:</b>	07/01/1983, 1340 CDT	<b>Registration:</b>	N6002Z
<b>Aircraft:</b>	PIPER PA-25	<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 ACFT COLLIDED WITH TREES WHILE TURNING DURING AERIAL APPLICATION. THE PILOT REPORTED THAT THE ACFT CONTROLS FELT SOFT. THINKING HE WAS STALLING HE REDUCED BANK, LOWERED THE NOSE AND AT 85 MPH INDICATED WITH FULL POWER CONTINUED LEVELFLT UNTIL A WING HIT A TREE AND SOME POWER LINES. THE PILOT SAID THE ACFT WOULD NOT CLIMB.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

## Findings

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

### Findings

1. (C) FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
  2. (C) LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
  3. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  4. (F) STALL/MUSH - INADVERTENT - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: MANEUVERING - AERIAL APPLICATION

### Findings

5. (F) OBJECT - TREE(S)
6. (F) OBJECT - WIRE, TRANSMISSION

## Factual Information

### Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	23, Male
<b>Airplane Rating(s):</b>	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>		<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	05/16/1983
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	315 hours (Total, all aircraft), 14 hours (Total, this make and model), 194 hours (Pilot In Command, all aircraft), 43 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N6002Z
<b>Model/Series:</b>	PA-25 PA-25	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Restricted	<b>Serial Number:</b>	25-5
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	05/20/1983, Annual	<b>Certified Max Gross Wt.:</b>	2300 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2253 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	HO-360-B1B
<b>Registered Owner:</b>	CIRCLE LANE FARMS	<b>Rated Power:</b>	150 hp
<b>Operator:</b>	CIRCLE LANE FARMS	<b>Operating Certificate(s) Held:</b>	

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
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:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	28° C
Precipitation and Obscuration:			
Departure Point:	WABASSO, MN	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1325	Type of Airspace:	Class G

## Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	None

## 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):	CARL E DINWIDDIE	Report Date:	
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:pubinq@ntsb.gov">pubinq@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](#).