



National Transportation Safety Board Aviation Accident Final Report

Location:	GRIFFIN, GA	Accident Number:	ATL82DA062
Date & Time:	03/01/1982, 1500 EST	Registration:	N4732Y
Aircraft:	PIPER PA-25-235	Aircraft Damage:	Minor
Defining Event:		Injuries:	1 Fatal, 1 Minor, 1 None

Flight Conducted Under: Part 91: General Aviation -

Analysis

THE PILOT WAS HIRED TO PERFORM FOR THE FILMING OF AN AGRICULTURAL SPRAYING OPERATION. DURING ONE OF THE LOW PASSES THE AIRCRAFT STRUCK TWO OF THE GROUND CREW. THE CAMERAMAN RECEIVED FATAL INJURIES. PIECES OF THE WOODEN PROPELLER, USED TO DRIVE THE SPRAY PUMP, WERE FOUND IN THE VICINITY OF THE GROUND PARTY'S LOCATION.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: MANEUVERING

Findings

1. (F) OBJECT - OTHER PERSON
2. (C) LOW PASS - MISJUDGED - PILOT IN COMMAND
3. (C) CLEARANCE - MISJUDGED - PILOT IN COMMAND
4. (C) MANEUVER - NOT CORRECTED - PILOT IN COMMAND
5. (C) INSTRUCTIONS, WRITTEN/VERBAL - NOT USED - OTHER PERSON

Factual Information

Pilot Information

Certificate:	Commercial	Age:	61, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	05/01/1981
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	7400 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N4732Y
Model/Series:	PA-25-235 PA-25-235	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	25-4480
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2900 lbs
Time Since Last Inspection:	0 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1282 Hours	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	O-540-B2B5
Registered Owner:	WEST BOLIVAR FLYING SERVICE	Rated Power:	235 hp
Operator:	GENE SCOTT	Operating Certificate(s) Held:	

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	0 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	40°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	/ 0°C
Precipitation and Obscuration:			
Departure Point:	GRIFFIN, GA (6A2)	Type of Flight Plan Filed:	None
Destination:	GRIFFIN, GA (6A2)	Type of Clearance:	None
Departure Time:	1450	Type of Airspace:	

Airport Information

Airport:	GRIFFIN SPALDING (6A2)	Runway Surface Type:	Grass/turf
Airport Elevation:	0 ft	Runway Surface Condition:	Dry
Runway Used:	24	IFR Approach:	
Runway Length/Width:	2300 ft / 300 ft	VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Report Date:	03/01/1983
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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .	

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).