

National Transportation Safety Board
Washington, DC 20594

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Brief of Accident

Adopted 11/09/2009

MIA08FA141 File No. 25983	07/15/2008	Kennesaw, GA	Aircraft Reg No. N484RJ	Time (Local): 14:57 EDT		
Make/Model:	Socata / TBM700			Fatal	Serious	Minor/None
Engine Make/Model:	Pratt And Whitney / PT6A-64		Crew	1	0	0
Aircraft Damage:	Substantial		Pass	0	0	0
Number of Engines:	1					
Operating Certificate(s):	None					
Type of Flight Operation:	Personal					
Reg. Flight Conducted Under:	Part 91: General Aviation					
Last Depart. Point: Albany, GA				Condition of Light: Dawn		
Destination: Same as Accident/Incident Location				Weather Info Src: Weather Observation Facility		
Airport Proximity: Off Airport/Airstrip				Basic Weather: Visual Conditions		
				Lowest Ceiling: 5500 Ft. AGL, Broken		
				Visibility: 10.00 SM		
				Wind Dir/Speed: 120 / 006 Kts		
				Temperature (°C): 31		
				Precip/Obscuration: No Obscuration; No Precipitation		
Pilot-in-Command	Age: 66			Flight Time (Hours)		
Certificate(s)/Rating(s)				Total All Aircraft: 975		
Private; Single-engine Land				Last 90 Days: Unk/Nr		
				Total Make/Model: 44		
Instrument Ratings				Total Instrument Time: UnK/Nr		
Airplane						

*** Note: NTSB investigators either traveled in support of this investigation or conducted a significant amount of investigative work without any travel, and used data obtained from various sources to prepare this aircraft accident report. ***

During approach to runway 9, the tower controller instructed the pilot to perform an "S" turn 3 miles from the runway. The pilot initiated the "S" turn to the left, and after turning back to the right towards the runway to complete the other half of the turn, the controller advised the pilot that he did not need to finish the maneuver, and could turn onto final approach. The last recorded ground speed was 89 knots when the pilot banked the airplane sharply to the left at this time, witnesses stated that the airplane seemed to do a wing over onto its back and go straight down. Flight simulation tests revealed that while making a steep turn and not adding power, as the bank angle increased the airspeed would decrease and the airplane would enter an aerodynamic stall. Toxicology testing indicated that the pilot had been using tramadol, a prescription painkiller with potentially impairing effects. The pilot had not reported its use on his most recent application for airman medical certificate approximately 20 months prior to the accident. It is unclear what role, if any, the medication or the condition for which it might have been used played in the accident. The pilot had accumulated over 975 hours of total time in all aircraft and 44.3 hours total time in the accident airplane.

Updated at Nov 9 2009 11:53AM

Brief of Accident (Continued)

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OCCURRENCES

Approach-VFR pattern final - Aerodynamic stall/spin
Approach-VFR pattern final - Collision with terr/obj (non-CFIT)

FINDINGS

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Airspeed-Not attained/maintained - C
Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
The pilot's failure to maintain airspeed during final approach resulting in an aerodynamic stall.