



Aviation Investigation Final Report

Location:	BELVIEW, Minnesota	Accident Number:	CHI93LA134
Date & Time:	April 9, 1993, 19:46 Local	Registration:	N2975J
Aircraft:	CESSNA T188C	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 137: Agricultural		

Analysis

THE AIRPLANE WAS MANEUVERING NEAR A FIELD WHERE AERIAL APPLICATION OF CHEMICALS WAS BEING MADE WHEN THE AIRPLANE IMPACTED TREES AND DESCENDED INTO THE TERRAIN. THE WEATHER CONDITIONS WERE DAYLIGHT VMC WITH NO REPORTED WIND. POST ACCIDENT EXAMINATION OF THE PILOT AND AIRPLANE FAILED TO REVEAL ANY ANOMALIES. THE PILOT WAS ON HIS EIGHTH CHEMICAL APPLICATION FLIGHT OF THE DAY, AT THE TIME OF THE ACCIDENT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT-IN-COMMAND'S NOT MAINTAINING PROPER ALTITUDE.

Findings

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

- Findings
1. OBJECT - TREE(S)
 2. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Airline transport; Commercial	Age:	45, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea	Seat Occupied:	Center
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	January 19, 1993
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	7858 hours (Total, all aircraft), 4200 hours (Total, this make and model), 7610 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N2975J
Model/Series:	T188C T188C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	T18803587T
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	March 31, 1993 Annual	Certified Max Gross Wt.:	4400 lbs
Time Since Last Inspection:	20 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Not installed	Engine Model/Series:	TSIO-520-T
Registered Owner:	DONNER AERIAL SPRAYING, INC.	Rated Power:	310 Horsepower
Operator:	DONNER AERIAL SPRAYING, INC.	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	PUWG

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	RWF ,1023 ft msl	Distance from Accident Site:	12 Nautical Miles
Observation Time:	19:47 Local	Direction from Accident Site:	125°
Lowest Cloud Condition:	Clear	Visibility	12 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	6°C / 1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	19:00 Local	Type of Airspace:	Class G

Airport Information

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

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	44.599784,-95.319068(est)

Administrative Information

Investigator In Charge (IIC):	Wilson, Stephen
Additional Participating Persons:	WILLIAM H JOHNSON; MINNEAPOLIS , MN R. SCOTT BOYLE; MOBILE , AL DAVID S RYAN; WICHITA , KS
Original Publish Date:	October 25, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=15696

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).