



Aviation Investigation Final Report

Location:	SACO, Montana	Accident Number:	DEN83LA137
Date & Time:	June 10, 1983, 08:00 Local	Registration:	N4812Q
Aircraft:	CESSNA A188B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 137: Agricultural		

Analysis

THE ACFT COLLIDED WITH TELEPHONE LINES DURING AN AERIAL APPLICATION RUN. THE PILOT'S SON REPORTED THAT THE ACFT WAS PULLING UP AT THE END OF A SPRAY RUN WHEN THE WIRES WERE HIT. MOST OF THE WIRES IN THIS AREA ARE UNDERGROUND HOWEVER THEWIRES AT THE END OF THIS FIELD WERE ON POLES. THE WIRES THAT WERE STRUCK WERE ABOUT 20 FT AGL AND CONSISTED OF 4 ARMORED CABLES. THESE ARE VERY STRONG CABLES AND DID NOT BREAK BUT SEVERAL OF THE POLES WERE SNAPPED OFF. THE ACFT HIT THE GROUND AFTER THE WIRE STRIKE AND TURNED 165 DEGREES. THE PILOT CRAWLED OUT OF THE WRECKAGE AND WAS FOUND 1/2 HR LATER.

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 - AERIAL APPLICATION

Findings

1. (F) OBJECT - WIRE,TRANSMISSION
2. (C) IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
3. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
4. (C) CLEARANCE - IMPROPER - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: MANEUVERING - AERIAL APPLICATION

Factual Information

Pilot Information

Certificate:	Commercial	Age:	55, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Center
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	August 25, 1982
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	13100 hours (Total, all aircraft), 3000 hours (Total, this make and model), 13000 hours (Pilot In Command, all aircraft), 75 hours (Last 90 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N4812Q
Model/Series:	A188B A188B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	18802550T
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	May 2, 1983 Unknown	Certified Max Gross Wt.:	3300 lbs
Time Since Last Inspection:	54 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1107 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	IO-520
Registered Owner:	RUSSAERO FLYING SERVICE, INC.	Rated Power:	300 Horsepower
Operator:		Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	GGW ,2300 ft msl	Distance from Accident Site:	33 Nautical Miles
Observation Time:	08:00 Local	Direction from Accident Site:	100°
Lowest Cloud Condition:	22000 ft AGL	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	18°C / 7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	MALTA , MT (MLK)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	07:00 Local	Type of Airspace:	Class G

Airport Information

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

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	48.58044,-107.41957(est)

Administrative Information

Investigator In Charge (IIC): Winningham, Fred

**Additional Participating
Persons:**

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=16091>

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](#).