



# Aviation Investigation Final Report

<b>Location:</b>	DECATUR, Texas	<b>Accident Number:</b>	FTW93LA159
<b>Date &amp; Time:</b>	May 15, 1993, 11:42 Local	<b>Registration:</b>	N9901G
<b>Aircraft:</b>	CESSNA A188A	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 137: Agricultural		

## Analysis

AFTER MAKING SEVERAL PASSES DISPENSING HERBICIDE, THE PILOT ENCOUNTERED A TREE AT ONE END OF THE FIELD. BECAUSE HE WAS FLYING UNDER POWER LINES, HE WAS UNABLE TO PULL UP OVER THE TREE. THE PILOT STATED THAT HE ATTEMPTED TO CLIMB SLIGHTLY AND BANKED RIGHT TO GET THE LEFT WING OVER THE TREE. HE SAID THAT THE AIRPLANE INITIALLY BANKED TO THE RIGHT, BUT THEN LEVELED WHEN IT ENCOUNTERED TURBULENCE. THE LEFT WING STRUCK THE TREE AND THE PILOT LOST CONTROL. THE AIRPLANE SUBSEQUENTLY IMPACTED THE GROUND

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO MAINTAIN ADEQUATE CLEARANCE. A FACTOR WAS THE TURBULENCE

## Findings

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

### Findings

1. OBJECT - TREE(S)
2. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
3. (F) WEATHER CONDITION - TURBULENCE

-----

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

On Saturday, May 15, 1993, at approximately 1142 central daylight time, a Cessna A188A, N9901G, was destroyed when it collided with trees and the ground while maneuvering near Decatur, Texas. The airplane, operated by Aerial Spraying, and flown by an ATP rated pilot, was on a 14 CFR Part 137 local aerial application flight. There was no flight plan filed and visual meteorological conditions prevailed. The pilot, the sole occupant, was not injured.

The pilot stated that after making several passes dispensing herbicide on range land, he encountered a tree at one end of the field. Because he was flying under power lines, the pilot was unable to pull up over the tree. He stated that he attempted to climb slightly and bank to the right to get the left wing over the tree. He further stated that the airplane initially entered the right bank, but that turbulence caused the wings to level and the left one struck the tree. The pilot lost control and the airplane subsequently impacted the ground.

### Pilot Information

<b>Certificate:</b>	Airline transport; Flight instructor	<b>Age:</b>	Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land	<b>Seat Occupied:</b>	Center
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	December 31, 1992
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	9492 hours (Total, all aircraft), 500 hours (Total, this make and model), 9425 hours (Pilot In Command, all aircraft), 96 hours (Last 90 days, all aircraft), 16 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N9901G
<b>Model/Series:</b>	A188A A188A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Utility	<b>Serial Number:</b>	18800701
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	April 3, 1993 Annual	<b>Certified Max Gross Wt.:</b>	3300 lbs
<b>Time Since Last Inspection:</b>	58 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	4847 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	IO-520
<b>Registered Owner:</b>	SITTON, DWAYNE	<b>Rated Power:</b>	300 Horsepower
<b>Operator:</b>	SITTON, DWAYNE	<b>Operating Certificate(s) Held:</b>	
<b>Operator Does Business As:</b>	AERIAL SPRAYING	<b>Operator Designator Code:</b>	STNG

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	FTW ,500 ft msl	<b>Distance from Accident Site:</b>	46 Nautical Miles
<b>Observation Time:</b>	10:51 Local	<b>Direction from Accident Site:</b>	150°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	15 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	13 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	240°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	29°C / 14°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	JUSTIN , TX (NONE)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	(NONE)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	10:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

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

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	33.230087,-97.589828(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Wandel, Warren
<b>Additional Participating Persons:</b>	TAMARA THOMPSON; FORT WORTH , TX
<b>Original Publish Date:</b>	November 3, 1993
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=18751">https://data.ntsb.gov/Docket?ProjectID=18751</a>

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](#).