

Aviation Investigation Final Report

Location:	NEW DEAL, Texas	Accident Number:	FTW94LA001
Date & Time:	October 3, 1993, 09:15 Local	Registration:	N2031J
Aircraft:	CESSNA T188C	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 137: Agricultural		

Analysis

THE PILOT STATED HE WAS TO MAKE HIS FIRST PASS FROM SOUTH TO NORTH OVER A SET OF POWER LINES THAT HE WAS AWARE OF ON THE SOUTH END OF THE FIELD. HE INITIATED THE PASS BY DIVING INTO THE FIELD OVER THE LINES. AS HE DID SO, HE SAW A SECOND SET OF 30 FOOT HIGH LINES, 291 FEET NORTH OF THE FIRST. HE SUCCESSFULLY WENT UNDER THE SECOND LINES; HOWEVER, THE AIRPLANE STRUCK THE GROUND SHORTLY THEREAFTER. THE SUPPORT POLES FOR THE SECOND SET OF LINES WERE OBSCURED.

Probable Cause and Findings

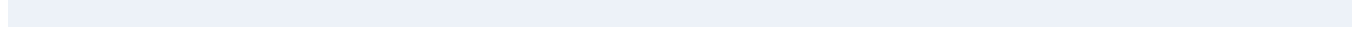
The National Transportation Safety Board determines the probable cause(s) of this accident to be: FAILURE OF THE PILOT TO MAINTAIN GROUND CLEARANCE WHILE AVOIDING A POWERLINE. FAILURE OF THE PILOT TO SEE A SECOND SET OF POWER LINES PRIOR TO INITIATING THE SPRAYING RUN WAS ALSO A CAUSE.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: MANEUVERING

Findings

1. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
2. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND



Factual Information

On October 3, 1993, approximately 0915 central daylight time, a Cessna T188C, N2031J, was substantially damaged when it collided with the ground during an abrupt maneuver, near New Deal, Texas. The airplane, flown by a commercial pilot, was on a local aerial application flight. There was no flight plan filed and visual meteorological conditions prevailed. The pilot received minor injuries.

The pilot stated that he circled the field to be sprayed, looking for obstructions. He saw none other than the set of power lines at the south end of the field, of which he was already aware. The pilot said he was beginning his first pass on the field, flying from south to north, by diving into the field over the southern set of lines. He further stated that at that point he saw a second set of 30 foot high lines, located 291 feet north of the first set. He successfully dove under the lines; however, the airplane struck the ground collapsing the gear. The second set of power lines ran parallel to the first and the western pole was obscured by a tree line, while the eastern pole was part of the first set of lines.

Pilot Information

Certificate:	Commercial	Age:	53, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Center
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	February 23, 1993
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	15000 hours (Total, all aircraft), 6000 hours (Total, this make and model), 200 hours (Last 90 days, all aircraft), 100 hours (Last 30 days, all aircraft), 10 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N2031J
Model/Series:	T188C T188C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	T18803336T
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	April 20, 1993 Annual	Certified Max Gross Wt.:	2500 lbs
Time Since Last Inspection:	90 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2175 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Not installed	Engine Model/Series:	TSIO-520
Registered Owner:	LONGHORN SPRAYING, INC.	Rated Power:	310 Horsepower
Operator:		Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	LS7G

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	25 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	315°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ABERNATHY , TX (F83)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	08:40 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 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	33.73072,-101.829734(est)

Administrative Information

Investigator In Charge (IIC):	Wandel, Warren
Additional Participating Persons:	ALFRED B ROBSON, JR.; LUBBOCK , TX
Original Publish Date:	August 1, 1994
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=18944

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](#).