



# Aviation Investigation Final Report

<b>Location:</b>	SNYDER, Texas	<b>Accident Number:</b>	FTW96TA400
<b>Date &amp; Time:</b>	September 24, 1996, 14:28 Local	<b>Registration:</b>	N9537J
<b>Aircraft:</b>	Cessna T188C	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 137: Agricultural		

## Analysis

During a local aerial application flight maneuver, the pilot, watching for wires at the entrance area to the field, saw the transmission wires, and nosed the airplane over to clear the wires; however, the left wing had 'blanked out a pole and he dove into the pole.' The pilot flew the airplane to the airport and during the landing flare/touchdown, when the power was reduced, he lost control of the airplane and the airplane veered to the left with the left wing striking the ground. The airplane cartwheeled, came to stop in an upright position, and a post impact fire erupted in the area of the engine fuel lines. Witnesses extinguished the fire. The left wing tip, aileron, and several feet of the wing were located adjacent to a downed powerline pole. Paint transfer was found on the pole. Overcast ceilings and haze were report in the area.

## 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 clearance with a pole resulting in the separation of the left aileron and a loss of aircraft control. A factor was the haze.

### Findings

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

- Findings  
1. OBJECT - POLE

2. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
3. FLIGHT CONTROL,AILERON - SEPARATION
4. (F) WEATHER CONDITION - HAZE/SMOKE

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Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

5. (C) AIRCRAFT CONTROL - NOT POSSIBLE - PILOT IN COMMAND

## Factual Information

On September 24, 1996, at 1428 central daylight time, a Cessna T188C, N9537J, registered to AAA Flying Service Inc., of McAllen, Texas, and operated by James. R. Davis of Seminole, Texas, under Title 14 CFR Part 137 contracted as a public use aircraft with the Texas Boll Weevil Eradication Foundation, Inc., struck a pole while maneuvering near Snyder, Texas. The commercial pilot, sole occupant of the airplane, was not injured and the airplane sustained substantial damage. Visual meteorological conditions prevailed for the local aerial application flight and a flight plan was not filed. The flight originated 1 hour and 18 minutes before the accident.

During telephone interviews, conducted by the investigator-in-charge, the pilot, operator, and witnesses reported the following information. The weather was overcast with haze in the area. The pilot, watching for wires at the entrance area to the field, saw the transmission wires, and nosed the airplane over to clear the wires; however, the left wing had "blanked out a pole and he dove into the pole."

The pilot observed that the left wing was damaged and the left aileron was gone from the airplane. The pilot was able to maintain level flight by applying full right aileron and up elevator as he flew the airplane to the Winston Field Airport at Snyder, Texas. During the landing flare/touchdown on runway 35, the pilot who "thought he had it made and pulled the power off" lost control of the airplane as the power was reduced and the airplane veered to the left with the left wing striking the ground. The airplane cartwheeled, came to stop in an upright position, and a post impact fire erupted in the area of the engine fuel lines. Witnesses extinguished the fire.

The FAA inspector and the pilot obtained the flight path from the on board Satloc GPS Guidance System and went to the field where they located the missing left wing components. The left wing tip, aileron, and several feet of the wing were located adjacent to a downed powerline pole. Paint transfer was found on the pole.

A review of the maintenance records by the FAA inspector and the investigator-in-charge did not reveal any open discrepancies.

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	47, Male
<b>Airplane Rating(s):</b>	Single-engine land; 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>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	June 21, 1996
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2200 hours (Total, all aircraft), 2200 hours (Pilot In Command, all aircraft), 500 hours (Last 90 days, all aircraft), 120 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N9537J
<b>Model/Series:</b>	T188C T188C	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Restricted (Special)	<b>Serial Number:</b>	T18803817T
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	
<b>Date/Type of Last Inspection:</b>	March 26, 1996 Annual	<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>	219 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2274 Hrs	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	TSIO-520-T
<b>Registered Owner:</b>	AAA FLYING SERVICE, INC.	<b>Rated Power:</b>	310 Horsepower
<b>Operator:</b>	JAMES R. DAVIS	<b>Operating Certificate(s) Held:</b>	
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	NCWG

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Unknown	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Broken / 2000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	6 knots / 12 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	20°C
<b>Precipitation and Obscuration:</b>	N/A - None - Haze		
<b>Departure Point:</b>	(SNK)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	
<b>Departure Time:</b>	13:10 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	WINSTON FIELD SNK	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	2430 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	35	<b>IFR Approach:</b>	
<b>Runway Length/Width:</b>	5599 ft / 100 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	On-ground
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	32.710365,-100.909042(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Smith, Joyce
<b>Additional Participating Persons:</b>	MICHAEL JORDAN; LUBBOCK , TX
<b>Original Publish Date:</b>	May 23, 1997
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=20004">https://data.nts.gov/Docket?ProjectID=20004</a>

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