



Aviation Investigation Final Report

Location:	MANILA, Arkansas	Accident Number:	FTW91DPG01
Date & Time:	October 4, 1990, 15:30 Local	Registration:	N503MA
Aircraft:	CESSNA A-188	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 137: Agricultural		

Analysis

THE PILOT STRUCK A SMALL ELECTRICAL WIRE DURING AN AERIAL APPLICATION SWATH RUN AND THEN CLIMBED TO EVALUATE THE DAMAGE. HE THEN RETURNED TO THE FIELD AND ALMOST STRUCK ADDITIONAL WIRES. DURING WHAT THE PROPERTY OWNER AND WITNESS DESCRIBED AS AN ABRUPT MANEUVER TO AVOID THE POWER LINES CONTROL WAS LOST AND THE AIRPLANE IMPACTED THE TERRAIN.

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 PROPER CLEARANCE FROM POWER LINES AND THE INADVERTENT STALL.

Findings

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

- Findings
1. OBJECT - WIRE, TRANSMISSION
 2. (c) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
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Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING

Findings

3. (C) STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Commercial	Age:	23, Male
Airplane Rating(s):	Single-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:	June 24, 1990
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	400 hours (Total, all aircraft), 150 hours (Total, this make and model), 300 hours (Pilot In Command, all aircraft), 100 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N503MA
Model/Series:	A-188 A-188	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Utility	Serial Number:	18801637T
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	February 7, 1990 Annual	Certified Max Gross Wt.:	4200 lbs
Time Since Last Inspection:	219 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1854 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Not installed	Engine Model/Series:	10-520-26
Registered Owner:	ABC AIR INC	Rated Power:	300 Horsepower
Operator:	ABC AIR INCORPORATED	Operating Certificate(s) Held:	
Operator Does Business As:	MUSTANG AGRICULTURE INC.	Operator Designator Code:	MG7G

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	JBR ,262 ft msl	Distance from Accident Site:	24 Nautical Miles
Observation Time:	15:00 Local	Direction from Accident Site:	80°
Lowest Cloud Condition:	Clear	Visibility	7 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.14 inches Hg	Temperature/Dew Point:	26°C / 11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(MXA)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	15:15 Local	Type of Airspace:	Class G

Airport Information

Airport:	MANILA MUNI MXA	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:	35.879043,-90.160865(est)

Administrative Information

Investigator In Charge (IIC): Lashbrook, Jeffery

Additional Participating Persons:

Original Publish Date: March 12, 1993

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=23191>

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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](#).