



Aviation Investigation Final Report

Location:	PATTERSON, Louisiana	Accident Number:	FTW91LA146
Date & Time:	August 9, 1991, 20:00 Local	Registration:	N53276
Aircraft:	CESSNA A188B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 137: Agricultural		

Analysis

FOLLOWING COMPLETION OF THE LAST SPRAYING PASS, THE PILOT TURNED WEST TO RETURN TO THE AIRPORT. AS HE TURNED INTO THE SETTING SUN, THE GLARE AND CHEMICALS ON THE WINDSHIELD PREVENTED HIS VISUAL CONTACT WITH SOME ELECTRICAL POWER LINES. THE AIRPLANE IMPACTED THE POWER LINES AND DESCENDED UNCONTROLLABLY TO THE GROUND. THE PILOT WAS AWARE OF THE EXISTENCE OF THE POWER LINES 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 THE ELECTRICAL POWER LINE. FACTORS WERE THE BRIGHT SUN AND CHEMICAL RESIDUE ON THE WINDSHIELD.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: CRUISE

Findings

1. (F) WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - DIRTY (FOGGY)
2. (F) LIGHT CONDITION - SUNGLARE
3. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
4. OBJECT - WIRE, TRANSMISSION

Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING

Factual Information

Pilot Information

Certificate:	Commercial	Age:	40, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
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--no waivers/lim.	Last FAA Medical Exam:	July 2, 1990
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	2124 hours (Total, all aircraft), 1800 hours (Total, this make and model), 60 hours (Last 90 days, all aircraft), 40 hours (Last 30 days, all aircraft), 12 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N53276
Model/Series:	A188B A188B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	T18801731T
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3300 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Not installed	Engine Model/Series:	IO-520
Registered Owner:	BLANCO AVIATION, INC.	Rated Power:	300 Horsepower
Operator:	BLANCO AVIATION, INC.	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	SIQG

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	
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		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:	
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 Serious	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	29.689794,-91.299339(est)

Administrative Information

Investigator In Charge (IIC): Ellis, Matthew

Additional Participating Persons: NONE; BATON ROUGE , LA

Original Publish Date: March 31, 1993

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=23386>

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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](#).