



Aviation Investigation Final Report

Location:	PRATTVILLE, Alabama	Accident Number:	MIA92LA165
Date & Time:	August 19, 1992, 16:00 Local	Registration:	N731PV
Aircraft:	CESSNA AT188B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 137: Agricultural		

Analysis

THE COMMERCIAL PILOT DESCENDED TO CONDUCT AN AERIAL APPLICATION RUN TO THE WEST OVER A COTTON FIELD. THE PILOT OBSERVED POWER LINES TO HIS IMMEDIATE FRONT AND ATTEMPTED TO FLY BELOW THE POWER LINES. THE VERTICAL STABILIZER COLLIDED WITH THE WIRES AND THE AIRPLANE IMPACTED THE GROUND.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT-IN-COMMAND'S IMPROPER VISUAL LOOKOUT AND FAILURE TO MAINTAIN CLEARANCE FROM THE WIRES.

Findings

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

Findings

1. OBJECT - WIRE,STATIC
 2. (C) VISUAL LOOKOUT - IMPROPER - PILOT IN COMMAND
 3. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

4. TERRAIN CONDITION - GROUND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	60, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	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 30, 1992
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	10134 hours (Total, all aircraft), 5950 hours (Total, this make and model), 10134 hours (Pilot In Command, all aircraft), 200 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N731PV
Model/Series:	AT188B AT188B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	18803056T
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	April 1, 1992 Annual	Certified Max Gross Wt.:	3300 lbs
Time Since Last Inspection:	19 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4470 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Not installed	Engine Model/Series:	IO-520D
Registered Owner:	FARM AIR INC.	Rated Power:	300 Horsepower
Operator:	FARM AIR, INC.	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	MGM ,221 ft msl	Distance from Accident Site:	14 Nautical Miles
Observation Time:	16:00 Local	Direction from Accident Site:	180°
Lowest Cloud Condition:	Scattered / 13000 ft AGL	Visibility	7 miles
Lowest Ceiling:	Overcast / 25000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	28°C / 21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	15:45 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:	0 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	0 ft / 0 ft	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:	32.509349,-86.560386(est)

Administrative Information

Investigator In Charge (IIC):	Smith, Carrol
Additional Participating Persons:	JERRY M YATES; BIRMINGHAM , AL
Original Publish Date:	September 14, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=33122

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](#).