



Aviation Investigation Final Report

Location:	ALLENDALE, South Carolina	Accident Number:	ATL95LA138
Date & Time:	July 18, 1995, 10:30 Local	Registration:	N731EM
Aircraft:	CESSNA 188B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 137: Agricultural		

Analysis

DURING AERIAL APPLICATION OVER A FARMER'S FIELD, THE PILOT WAS FLYING UNDER POWER LINES. THE AIRPLANE'S LEFT WING STRUCK A GUY WIRE, 12 FEET ABOVE THE GROUND. THE AIRCRAFT THEN COLLIDED WITH TREES AND TERRAIN AT THE END OF THE FIELD.

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 FROM THE GUY WIRE.

Findings

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

Findings

1. (C) OBJECT - GUY WIRE
2. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: MANEUVERING - AERIAL APPLICATION

Factual Information

On July 18, 1995, at 1030 eastern daylight time, a Cessna 188B, N731EM was substantially damaged following a collision with electrical lines and the terrain near Allendale, South Carolina. The commercial pilot was fatally injured in the accident. The aircraft was being operated under the provisions of 14 CFR Part 137 by Robert McMillan Jr. of Waynesboro, Georgia. Visual meteorological conditions existed at the time of the accident, and no flight plan had been filed for the local, aerial application flight. The flight departed Allendale, South Carolina at an undetermined time.

The aircraft was flying under power lines at the end of a field during a spray swath. The airplane struck a guy wire 12 feet above the ground, protruding from a utility pole. The airplane's left wing struck the guy wire, causing the aircraft to collide with trees at the end of the field, and impact the terrain.

An autopsy of Mr. Spruce was performed on July 19, 1995 by Dr. Kim A. Collins, Forensic Pathology Department, Medical University of South Carolina. The autopsy report listed the cause of death as blunt force trauma.

A toxicology examination of Mr. Spruce was performed by Dr. Kim A Collins, Forensic Pathology Department, Medical University of South Carolina. The toxicology report was negative for the use of alcohol or drugs.

Pilot Information

Certificate:	Commercial	Age:	40,U
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:	Yes
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	May 19, 1995
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	3399 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N731EM
Model/Series:	188B 188B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	3800 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3000 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:		Engine Model/Series:	IO-520-D
Registered Owner:	R.H. JR. MCMILLAN	Rated Power:	300 Horsepower
Operator:		Operating Certificate(s) Held:	
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:	NBC ,38 ft msl	Distance from Accident Site:	25 Nautical Miles
Observation Time:	09:56 Local	Direction from Accident Site:	150°
Lowest Cloud Condition:	Scattered / 2000 ft AGL	Visibility	7 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	28°C / 23°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	, SC (88J)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	

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 Fatal	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	32.999118,-81.299163(est)

Administrative Information

Investigator In Charge (IIC): Sasser, Roff

Additional Participating Persons: LEWIS W BLACKWELL;

Original Publish Date: February 27, 1996

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=3598>

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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](#).