



Aviation Investigation Final Report

Location:	CLEWISTON, Florida	Accident Number:	MIA95LA180
Date & Time:	July 10, 1995, 16:30 Local	Registration:	N9186J
Aircraft:	AIR TRACTOR AT-401	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

THE PILOT TEMPORARILY TERMINATED SPRAY OPERATIONS DUE TO ADVERSE WEATHER THEN ELECTED TO TAKEOFF WITH A BREAK IN THE WEATHER UNDER NO WIND CONDITION. DURING TAKEOFF THE AIRPLANE COLLIDED WITH MARKER BARRELS AND SUGAR CANE PLANTS. THE PILOT STATED THAT POST ACCIDENT EVALUATION OF THE WIND REVEALED THAT HE ATTEMPTED TO TAKEOFF WITH A QUARTERING TAILWIND.

Probable Cause and Findings

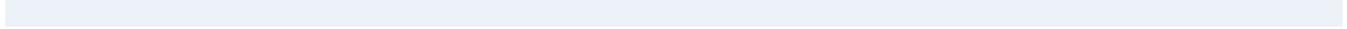
The National Transportation Safety Board determines the probable cause(s) of this accident to be: IMPROPER WEATHER EVALUATION BY THE PILOT IN COMMAND WHILE ATTEMPTING TO TAKEOFF WITH A QUARTERING TAILWIND ASSOCIATED WITH A NEARBY THUNDERSTORM AND FAILURE OF THE PILOT TO MAINTAIN DIRECTIONAL CONTROL.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) WEATHER CONDITION - TAILWIND
2. (C) WEATHER EVALUATION - IMPROPER - PILOT IN COMMAND
3. OBJECT - WALL/BARRICADE
4. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND



Factual Information

On July 10, 1995, about 1630 eastern daylight time, an Air Tractor, AT-401, N9186J, registered to Ayers Crop Dusting, Inc., crashed during takeoff from a private airstrip near Clewiston, Florida. Visual meteorological conditions prevailed at the time and no flight plan was filed, for the 14 CFR part 91 aerial application flight. The airplane was substantially damaged and the commercial-rated pilot, the sole occupant, was not injured. The flight was originating at the time of the accident.

The pilot stated that before the accident he suspended operations due to thunderstorms in the area. With a break in the weather and calm wind conditions he elected to takeoff. During the takeoff ground roll he lost control of the airplane which then collided with marker barrels and sugar cane plants. The pilot further stated that post accident evaluation of the winds indicated that he attempted to takeoff with a quartering tailwind.

Pilot Information

Certificate:	Commercial	Age:	52, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Center
Other Aircraft Rating(s):		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:	January 16, 1995
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	8120 hours (Total, all aircraft), 1350 hours (Total, this make and model), 7880 hours (Pilot In Command, all aircraft), 65 hours (Last 90 days, all aircraft), 45 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	AIR TRACTOR	Registration:	N9186J
Model/Series:	AT-401 AT-401	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	401-0912
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	July 5, 1995 100 hour	Certified Max Gross Wt.:	6000 lbs
Time Since Last Inspection:	3 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	397 Hrs	Engine Manufacturer:	P&W
ELT:	Not installed	Engine Model/Series:	R-1340-AN 1
Registered Owner:	AYERS CROP DUSTING INC.	Rated Power:	600 Horsepower
Operator:		Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	NJZG

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	PBI ,19 ft msl	Distance from Accident Site:	22 Nautical Miles
Observation Time:	16:56 Local	Direction from Accident Site:	280°
Lowest Cloud Condition:	Unknown	Visibility	10 miles
Lowest Ceiling:	Overcast / 12000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	24°C / 23°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	16:30 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 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	26.679956,-80.670028(est)

Administrative Information

Investigator In Charge (IIC):	Monville, Timothy
Additional Participating Persons:	JAY M HAMILTON; FORT LAUDERDALE, FL
Original Publish Date:	December 4, 1995
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=37798

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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](#).