



# Aviation Investigation Final Report

<b>Location:</b>	BIG SANDY, Montana	<b>Accident Number:</b>	SEA99LA095
<b>Date &amp; Time:</b>	June 24, 1999, 12:30 Local	<b>Registration:</b>	N4788Q
<b>Aircraft:</b>	Cessna                      A188B	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 137: Agricultural		

## Analysis

The pilot reported that he was pulling up from the end of an application run when the aircraft flew into a wire. The pilot stated that he knew that the aircraft was approaching the wire, but just as he initiated the pull-up to clear it, the aircraft encountered a downdraft. The pilot was unable to overcome the effects of the downdraft in time to clear the wire.

## 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 between the wire and his aircraft. A transmission wire and downdraft were factors.

## Findings

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

### Findings

1. (F) OBJECT - WIRE, TRANSMISSION
2. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
3. (F) WEATHER CONDITION - DOWNDRAFT

## Factual Information

On June 24, 1999, approximately 1230 mountain daylight time, a Cessna A188B, N4788Q, collided with a power line during a CFR Part 137 aerial application flight about 25 miles south of Big Sandy, Montana. The commercial pilot received minor injuries, and the aircraft, which was owned and operated by Big Sandy Spraying Service, sustained substantial damage. The aircraft, which was being operated in visual meteorological conditions, had been airborne for about 20 minutes. No flight plan had been filed, and there was no report of an ELT activation.

According to local authorities, and the pilot's written statement, the pilot was pulling up from the end of an application run when the aircraft flew into the wire. The pilot said that he knew the aircraft was approaching the wire, but just as he initiated his pull-up to clear it, the aircraft encountered a downdraft. He was unable to overcome the effects of the downdraft in time to avoid contact with the wire.

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	40, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Center
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	February 8, 1999
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	4000 hours (Total, all aircraft), 2000 hours (Total, this make and model), 3900 hours (Pilot In Command, all aircraft), 300 hours (Last 90 days, all aircraft), 100 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N4788Q
<b>Model/Series:</b>	A188B A188B	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Restricted (Special)	<b>Serial Number:</b>	18802530T
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	March 31, 1999 Annual	<b>Certified Max Gross Wt.:</b>	3300 lbs
<b>Time Since Last Inspection:</b>	200 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3902 Hrs	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	IO-520-D23
<b>Registered Owner:</b>	THOMAS L. HLAVNICKA	<b>Rated Power:</b>	300 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	
<b>Operator Does Business As:</b>	BIG SANDY SPRAYING SERVICE	<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	10 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	21°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	, MT (3U8 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	12:10 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	On-ground
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor	<b>Latitude, Longitude:</b>	48.000343,-110.080841(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Anderson, Orrin
<b>Additional Participating Persons:</b>	ED WARMOTH; HELENA , MT
<b>Original Publish Date:</b>	August 3, 2000
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=46658">https://data.ntsb.gov/Docket?ProjectID=46658</a>

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