



# Aviation Investigation Final Report

<b>Location:</b>	SEWARD, Nebraska	<b>Accident Number:</b>	CHI99LA303
<b>Date &amp; Time:</b>	August 18, 1999, 19:30 Local	<b>Registration:</b>	N136MC
<b>Aircraft:</b>	Cessna                      A188B	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 137: Agricultural		

## Analysis

The pilot said that he had been spraying several corn fields and flying under the power lines. On a pass heading northbound, and flying under power lines, the pilot said that the tail of the airplane caught the bottom wire, tearing the tail off and flipping the airplane on its back. Examination of the accident site revealed an east-west running power line preceding the airplane wreckage by 250 feet. One of the wires showed fraying and unraveling. Examination of the airplane wreckage revealed no anomalies.

## 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 power line. A factor relating to this accident was the power line.

### Findings

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

- Findings
1. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
  2. (F) OBJECT - WIRE, TRANSMISSION
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

On August 18, 1999, at 1930 central daylight time (cdt), a Cessna A188B, N136MC, operated by a commercial pilot was destroyed when the airplane's empennage was severed by a power line, while maneuvering during an aerial application pass over a farm field. The airplane subsequently impacted in a field, 250 feet north of the power line. Visual meteorological conditions prevailed at the time of the accident. The aerial application flight was being conducted under 14 CFR Part 137. There was no flight plan on file. The pilot sustained minor injuries in the accident. The local flight departed Utica, Nebraska, at 1830 cdt.

In his written statement, the pilot said that he had been spraying several corn fields and flying under the power lines. On a pass heading northbound, and flying under power lines, the pilot said that the tail of the airplane caught the bottom wire, tearing the tail off and flipping the airplane on its back.

A Federal Aviation Administration (FAA) inspector examined the airplane at the accident site on August 18, 1999. The airplane was found resting inverted in a farm field located 4 miles west-southwest of Seward, Nebraska. An east-west running power line was located 250 feet south of the airplane's main wreckage. One of the wires showed fraying and unraveling. The airplane's empennage was found on the ground just north of the power lines. The empennage had been broken from the fuselage just forward of the vertical stabilizer. The airplane's propeller and right main landing gear were broken off and embedded in mud. The airplane's engine and cowling were separated from the fuselage just forward of the cockpit, and were also embedded in mud. The airplane's right wing was severed at the wing root, and preceded the main wreckage by 20 feet. The main wreckage consisted of the airplane's fuselage, cockpit and left wing. The airplane's left wing was bent aft. The fuselage was crushed inward and aft. The roll cage and cockpit were intact. Flight control continuity was confirmed. Examination of the airplane's engine, engine controls, or other airplane systems revealed no anomalies.

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	49, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Center
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<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-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	March 16, 1999
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	7871 hours (Total, all aircraft), 6640 hours (Total, this make and model), 7711 hours (Pilot In Command, all aircraft), 75 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N136MC
<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>	18801917T
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	February 5, 1999 Annual	<b>Certified Max Gross Wt.:</b>	4200 lbs
<b>Time Since Last Inspection:</b>	121 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	5042 Hrs	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>		<b>Engine Model/Series:</b>	IO-520-D
<b>Registered Owner:</b>	STANLEY C. BENNETT	<b>Rated Power:</b>	285 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	
<b>Operator Does Business As:</b>	BENNETT AG SERVICES, INC.	<b>Operator Designator Code:</b>	OGBG

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	LNK ,1218 ft msl	<b>Distance from Accident Site:</b>	23 Nautical Miles
<b>Observation Time:</b>	19:54 Local	<b>Direction from Accident Site:</b>	85°
<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>	7 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	350°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	23°C / 17°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	UTICA , NE (0J9 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	18:30 Local	<b>Type of Airspace:</b>	Class E

## 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>	
<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>	Destroyed
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor	<b>Latitude, Longitude:</b>	40.910713,-97.089447(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Bowling, David
<b>Additional Participating Persons:</b>	THOMAS G RONK; LINCOLN , NE
<b>Original Publish Date:</b>	June 22, 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.nts.gov/Docket?ProjectID=47087">https://data.nts.gov/Docket?ProjectID=47087</a>

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](#).