



Aviation Investigation Final Report

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|--------------------------------|-----------------------------------|-------------------------|-------------|
| Location: | CHASE, Louisiana | Accident Number: | FTW00LA199 |
| Date & Time: | July 8, 2000, 19:40 Local | Registration: | N731DW |
| Aircraft: | Cessna A188B | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 1 Minor |
| Flight Conducted Under: | Part 137: Agricultural | | |

Analysis

According to the operator, the pilot was applying chemical to a field, when the airplane impacted a 14-foot-tall deer stand. The pilot stated that the chemical being sprayed covered the airplane's windshield and the 'flight path was into setting sun.' The pilot further stated that he was distracted with the GPS flagging unit and was unaware of the deer stand positioned in his flight path.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The failure of the pilot to maintain clearance with the deer stand. Factors were the chemical covering the windshield and the glare from the setting sun.

Findings

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

- Findings
1. OBJECT - OTHER
 2. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
 3. (F) LIGHT CONDITION - SUNGLARE
 4. (F) WINDOW,CABIN - DIRTY(FOGGY)

Factual Information

On July 8, 2000, at 1940 central daylight time, a Cessna A188B agricultural airplane, N731DW, was substantially damaged when it impacted a deer hunting stand during an aerial application flight near Chase, Louisiana. The airplane was registered to a private individual and operated by the Goodman Flying Service Inc. of Chase, Louisiana. Visual meteorological conditions prevailed and a flight plan was not filed for the 14 Code of Federal Regulations Part 137 flight. The local flight originated from the operator's private airstrip at 1810.

According to the operator, the pilot was applying a chemical over a field, when the airplane impacted a 14-foot-tall deer stand. The pilot stated that the chemical being sprayed covered the airplane's windshield and the "flight path was into setting sun." The pilot further stated that he was distracted with the GPS flagging unit and was unaware of the deer stand positioned in his flight path.

The pilot stated that he "crash landed" in a cotton field approximately 1/4 mile from the deer stand. The airplane came to rest upright.

The operator reported that the airplane sustained structural damage to the wings, the fuselage, and the empennage.

Pilot Information

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| Certificate: | Commercial | Age: | 39, Male |
| Airplane Rating(s): | Single-engine land; Multi-engine land | Seat Occupied: | Center |
| Other Aircraft Rating(s): | Helicopter | Restraint Used: | |
| Instrument Rating(s): | Airplane | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 2 Valid Medical--no waivers/lim. | Last FAA Medical Exam: | March 10, 2000 |
| Occupational Pilot: | UNK | Last Flight Review or Equivalent: | |
| Flight Time: | 7300 hours (Total, all aircraft), 350 hours (Total, this make and model), 375 hours (Last 90 days, all aircraft), 100 hours (Last 30 days, all aircraft), 10 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--------------------------------|---|-----------------|
| Aircraft Make: | Cessna | Registration: | N731DW |
| Model/Series: | A188B A188B | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Restricted (Special) | Serial Number: | 18802824T |
| Landing Gear Type: | Tailwheel | Seats: | 1 |
| Date/Type of Last Inspection: | Annual | Certified Max Gross Wt.: | 3300 lbs |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | | Engine Manufacturer: | Continental |
| ELT: | | Engine Model/Series: | IO-520 |
| Registered Owner: | GOODMAN FLYING SERVICE INC. | Rated Power: | 300 Horsepower |
| Operator: | | Operating Certificate(s) Held: | |
| Operator Does Business As: | | Operator Designator Code: | G9FG |

Meteorological Information and Flight Plan

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| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Dusk |
| Observation Facility, Elevation: | | Distance from Accident Site: | |
| Observation Time: | | Direction from Accident Site: | |
| Lowest Cloud Condition: | Clear | Visibility | 7 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | 2 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 180° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | | Temperature/Dew Point: | 32°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | GILBERT , LA (NONE) | Type of Flight Plan Filed: | None |
| Destination: | | Type of Clearance: | None |
| Departure Time: | 18:10 Local | Type of Airspace: | Class G |

Airport Information

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|-----------------------------|---|----------------------------------|----------------|
| Airport: | | Runway Surface Type: | |
| Airport Elevation: | | Runway Surface Condition: | |
| Runway Used: | 0 | IFR Approach: | |
| Runway Length/Width: | | VFR Approach/Landing: | Forced landing |

Wreckage and Impact Information

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|----------------------------|---------|-----------------------------|-------------|
| Crew Injuries: | 1 Minor | Aircraft Damage: | Substantial |
| Passenger Injuries: | | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 1 Minor | Latitude, Longitude: | |

Administrative Information

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| Investigator In Charge (IIC): | Charnon, Nicole |
| Additional Participating Persons: | WAYNE FRY; BATON ROUGE , LA |
| Original Publish Date: | April 6, 2001 |
| Last Revision Date: | |
| Investigation Class: | Class |
| Note: | The NTSB traveled to the scene of this accident. |
| Investigation Docket: | https://data.ntsb.gov/Docket?ProjectID=49640 |

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](#).