



Aviation Investigation Final Report

Location:	Myakka City, Florida	Accident Number:	MIA02LA090
Date & Time:	April 29, 2002, 20:10 Local	Registration:	N70213
Aircraft:	Cessna A188B	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 137: Agricultural		

Analysis

While maneuvering during an aerial application the airplane impacted into a swampy area. The airplane had been seeding for about 2.5 hours before the accident occurred. According to the pilot he was on the last leg of seeding a field after sunset had already occurred, and the next thing he knew he had flown into the ground and crashed. He said that there was nothing wrong with the airframe or engine. An examination of the airframe and engine, after the accident, revealed no discrepancies. In addition, at the time of the accident the airplane was without an annual inspection, and the pilot of N70213 did not have a current commercial pilot's certificate due to the fact that his medical certificate had expired. The pilot/operator was given an NTSB Pilot/Operator Accident Report Form 6120.1/2 by the FAA inspector, but a completed form was not received.

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 altitude while maneuvering during an aerial application, subsequently resulting in impact with the terrain.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: MANEUVERING - AERIAL APPLICATION

Findings

1. (C) ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
2. TERRAIN CONDITION - SWAMPY

Factual Information

On April 29, 2002, about 2100 eastern daylight time, a Cessna A188B, N70213, registered to an individual, impacted the ground while maneuvering during an aerial application, near Myakka City, Florida. Visual meteorological conditions prevailed at the time. No flight plan was filed for the 14 CFR Part 137 agricultural flight. The airplane was destroyed. The commercial-rated pilot reported serious injuries. The flight had departed from a private airstrip at 1740.

Witnesses working near the crash site stated that during a seeding operation the airplane impacted into a swampy area. The airplane had been seeding for about 2.5 hours before the accident occurred. According to the FAA inspector's statement, the pilot "experienced controlled flight into terrain," during the agricultural spraying flight. The pilot said that he was on the last leg of seeding a field after sunset had already occurred, and the next thing he knew he had flown into the ground and crashed. He said that there was nothing wrong with the airframe or engine. An examination of the airframe and engine, after the accident, revealed no discrepancies. In addition, at the time of the accident the airplane was without an annual inspection, and that the pilot of N70213 did not have a current commercial pilot's certificate due to the fact that his medical certificate had expired. The pilot/operator was given an NTSB Pilot/Operator Accident Report Form 6120.1/2 by the FAA inspector, but a completed form was not received.

Pilot Information

Certificate:	Commercial	Age:	56, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Single
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Invalid Medical for flight	Last FAA Medical Exam:	January 15, 1998
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N70213
Model/Series:	A188B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	18801868T
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	April 4, 1996 Annual	Certified Max Gross Wt.:	4400 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1073.1 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	Not installed	Engine Model/Series:	IO-520-D
Registered Owner:	Recie Russ Putnal	Rated Power:	300 Horsepower
Operator:		Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Dusk
Observation Facility, Elevation:	SRQ,31 ft msl	Distance from Accident Site:	45 Nautical Miles
Observation Time:	19:53 Local	Direction from Accident Site:	285°
Lowest Cloud Condition:	Few / 2100 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.97 inches Hg	Temperature/Dew Point:	25°C / 21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Maykka City, FL	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	17:40 Local	Type of Airspace:	Unknown

Airport Information

Airport:	Private NONE	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	Unknown
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	27.349578,-82.159217(est)

Administrative Information

Investigator In Charge (IIC):	Yurman, Alan J.
Additional Participating Persons:	Linda M Nevin; FAA; Tampa, FL John T Kent; Continental; Seagoville, TX
Original Publish Date:	December 6, 2002
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=54602

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