



Aviation Investigation Final Report

Location:	COLUMBUS, Mississippi	Accident Number:	ATL82DA119
Date & Time:	May 1, 1982, 14:30 Local	Registration:	N9557G
Aircraft:	CESSNA A188	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

THE PILOT HAD LANDED IN A FARMER'S FIELD TO RELOAD HIS SPRAYER TANK. BEFORE TAKEOFF, HE NOTICED SOME COWS HAD STRAYED ONTO THE STRIP. HE DIRECTED HIS LOADCREW ASSISTANT TO TAKE HIS TRUCK AND CLEAR THE COWS FROM THE STRIP. AFTER THE COWS WERE CLEARED, THE ASSISTANT PARKED THE TRUCK ABOUT 400 TO 600 FT FROM THE END OF THE STRIP. IT WAS FACING PERPENDICULAR TO THE DIRECTION OF TAKEOFF. AS THE PILOT STARTED HIS TAKEOFF, A COW RAN ACROSS THE STRIP FROM BEHIND THE TRUCK. FROM THAT POINT, THE PILOT WAS UNABLE TO AVOID HITTING THE COW. THE RIGHT MAIN GEAR STRUCK THE COW AND THE PLANE VEERED TO THE RIGHT AND STRUCK THE FENCE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

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

Findings

1. (C) CREW/GROUP COORDINATION - INADEQUATE - PILOT IN COMMAND
2. (C) INSTRUCTIONS, WRITTEN/VERBAL - NOT ATTAINED - GROUND PERSONNEL

3. (C) OBJECT - ANIMAL(S)
4. OBJECT - FENCE

Factual Information

Pilot Information

Certificate:	Commercial	Age:	27, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	June 19, 1982
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	2644 hours (Total, all aircraft), 780 hours (Total, this make and model), 2644 hours (Pilot In Command, all aircraft), 280 hours (Last 90 days, all aircraft), 10 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N9557G
Model/Series:	A188 A188	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	18801533
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	4000 lbs
Time Since Last Inspection:	280 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1985 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Not installed	Engine Model/Series:	IO-520D
Registered Owner:	FLOYD LOWERY	Rated Power:	300 Horsepower
Operator:	FLOYD LOWERY	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	7 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	2 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	72°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	COLUMBUS , MS	Type of Flight Plan Filed:	None
Destination:	COLUMBUS , MS	Type of Clearance:	None
Departure Time:	14:30 Local	Type of Airspace:	

Airport Information

Airport:	PRIVATE FARM FIELD	Runway Surface Type:	Grass/turf
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	3000 ft / 0 ft	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:	33.500846,-88.399887(est)

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: May 1, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=70318>

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](#).