



Aviation Investigation Final Report

Location:	ROLLA, North Dakota	Accident Number:	DEN82DA108
Date & Time:	June 20, 1982, 05:45 Local	Registration:	N7634V
Aircraft:	CALLAIR A-9B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

THE PILOT REPORTED THAT AFTER LOADING WITH CHEMICAL, WATER, AND FUEL, HE WENT TO A FIELD AND BEGAN SPRAYING. HE STATED THAT AFTER HE HAD MADE HIS FIRST SWATH RUN, HE WAS TURNING FOR A SECOND SWATH WHEN THE PLANE STALLED AND CRASHED. THE LANDING GEAR, PROPELLER, AND WINGS WERE DAMAGED.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING - AERIAL APPLICATION

Findings

1. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. (C) STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	23, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	November 17, 1981
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	2727 hours (Total, all aircraft), 200 hours (Total, this make and model), 2554 hours (Pilot In Command, all aircraft), 275 hours (Last 90 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CALLAIR	Registration:	N7634V
Model/Series:	A-9B A-9B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	1362
Landing Gear Type:	Retractable - Tricycle	Seats:	1
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3000 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1824 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	TIO-540
Registered Owner:	ROLLA FLYING SERVICE	Rated Power:	235 Horsepower
Operator:	ROLLA FLYING SERVICE	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:	Dawn
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	15 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	315°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	60°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ROLLA , ND (OGD)	Type of Flight Plan Filed:	None
Destination:	ROLLA , ND (OGD)	Type of Clearance:	None
Departure Time:	05:40 Local	Type of Airspace:	

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:	0 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	0 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:	48.850582,-99.610771(est)

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: June 20, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=72420>

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](#).