



Aviation Investigation Final Report

Location:	ST. MATTHEWS, South Carolina	Accident Number:	ATL91LA127
Date & Time:	July 10, 1991, 17:05 Local	Registration:	N4905Q
Aircraft:	CESSNA A188B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

THE AG PILOT WAS SPRAYING COTTON AND TIMING HIS PASSES TO AVOID AUTOMOBILE TRAFFIC ON AN ADJACENT ROAD. THE DRIVER OF AN APPROACHING AUTOMOBILE APPLIED BRAKES AS THE AIRPLANE WAS COMMITTED TO A PASS UNDER A DOUBLE SET OF POWER LINES. THE PILOT ABRUPTLY PULLED UP TO AVOID THE AUTOMOBILE, AND THE AIRPLANE COLLIDED WITH THE WIRES. HE LOST CONTROL OF THE AIRPLANE AND IT CRASHED INTO AN ADJACENT FIELD.

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 SAFE CLEARANCE FROM POWER LINES, WHILE MANEUVERING TO AVOID AN AUTOMOBILE IN THE AREA OF HIS SPRAYING OPERATION.

Findings

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

- Findings
1. OBJECT - WIRE, TRANSMISSION
 2. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
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Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: MANEUVERING - AERIAL APPLICATION

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	43, 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):	Airplane multi-engine; Airplane single-engine; Helicopter; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	December 1, 1990
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	15000 hours (Total, all aircraft), 60 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N4905Q
Model/Series:	A188B A188B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	18802640T
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3300 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Not installed	Engine Model/Series:	IO-520-D
Registered Owner:	MCNEIL, KENNETH W.	Rated Power:	285 Horsepower
Operator:	MCNEIL, KENNETH W.	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:	SSC ,124 ft msl	Distance from Accident Site:	25 Nautical Miles
Observation Time:	19:00 Local	Direction from Accident Site:	50°
Lowest Cloud Condition:	Scattered / 3500 ft AGL	Visibility	7 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	33°C / 22°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	CAMERON , SC (NONE)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		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:	33.660678,-80.77053(est)

Administrative Information

Investigator In Charge (IIC):	Hicks jr., Ralph
Additional Participating Persons:	D. SEXTON; COLUMBIA , SC
Original Publish Date:	March 31, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=8431

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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](#).