



Aviation Investigation Final Report

Location:	MONROEVILLE, Alabama	Accident Number:	ATL91LA145
Date & Time:	July 31, 1991, 18:00 Local	Registration:	N9106G
Aircraft:	CESSNA 188B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

THE PILOT REPORTED THAT HE WAS CONDUCTING SPRAY OPERATIONS. VISIBILITY WAS REDUCED TO ABOUT 3 MILES BY HAZE AND IT WAS DUSK. ON PULL-UP FROM A SWATH RUN, HE SAID, THE AIRPLANE'S DISTANCE FROM THE TOP WIRE OF A CROSS COUNTRY POWER LINE WAS MISJUDGED. THE LANDING GEAR CAUGHT THE WIRE AND A FORCED LANDING ENSUED. CONTACT WITH THE WIRE AND THE FORCED LANDING RESULTED IN SUBSTANTIAL DAMAGE TO THE AIRPLANE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S MISJUDGMENT OF THE CLEARANCE BETWEEN THE AIRPLANE AND THE ELECTRICAL TRANSMISSION WIRE. A FACTOR WAS THE HAZY VISIBILITY.

Findings

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

Findings

1. (C) DISTANCE - MISJUDGED - PILOT IN COMMAND
2. OBJECT - WIRE, TRANSMISSION
3. (F) WEATHER CONDITION - HAZE/SMOKE

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Factual Information

Pilot Information

Certificate:	Commercial	Age:	22, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
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:	April 25, 1991
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	1625 hours (Total, all aircraft), 36 hours (Total, this make and model), 1500 hours (Pilot In Command, all aircraft), 98 hours (Last 90 days, all aircraft), 27 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N9106G
Model/Series:	188B 188B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	18801383T
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	January 2, 2000 Annual	Certified Max Gross Wt.:	3300 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Not installed	Engine Model/Series:	IO-520
Registered Owner:	FARRAR, WILLIAM D.	Rated Power:	300 Horsepower
Operator:	FARRAR, WILLIAM D.	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:	Dusk
Observation Facility, Elevation:	MOB ,1218 ft msl	Distance from Accident Site:	60 Nautical Miles
Observation Time:	17:51 Local	Direction from Accident Site:	220°
Lowest Cloud Condition:	Unknown	Visibility	3 miles
Lowest Ceiling:	Broken / 3400 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	27°C / 23°C
Precipitation and Obscuration:	N/A - None - Haze		
Departure Point:	GOODWAY , AL (NONE)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing

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:	31.510263,-87.320152(est)

Administrative Information

Investigator In Charge (IIC): Hicks, Preston

Additional Participating Persons: NINE MC BRIDE; BIRMINGHAM , AL

Original Publish Date: December 14, 1992

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=8446>

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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](#).