



Aviation Investigation Final Report

Location:	ELBA, Alabama	Accident Number:	ATL92LA104
Date & Time:	May 20, 1992, 15:05 Local	Registration:	N5519S
Aircraft:	CESSNA 188	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

THE PILOT WAS PRACTICING FOR AN UPCOMING AGRICULTURAL APPLICATION CERTIFICATION, AND WAS SPRAYING WATER. A WITNESS REPORTED THAT ON THE PILOT'S FIFTH PASS OF A FIELD, THE AIRPLANE COLLIDED WITH A TREE. THE AIRPLANE THEN CLIMBED ABOUT 300 FEET, AND 'NOSE DIVED' INTO THE GROUND. AN EXAMINATION OF THE WRECKAGE REVEALED NO EVIDENCE OF A MECHANICAL MALFUNCTION OR FAILURE.

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 CLEARANCE FROM OBJECTS (TREES), AND HIS INADEQUATE VISUAL LOOKOUT. A FACTOR WAS THE TREES LOCATED IN THE PRACTICE AREA.

Findings

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

Findings

1. (F) OBJECT - TREE(S)
 2. LOW PASS - ATTEMPTED - PILOT IN COMMAND
 3. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
 4. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Commercial	Age:	33, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Center
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	March 2, 1992
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	3000 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N5519S
Model/Series:	188 188	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	1880019
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	March 23, 1993 100 hour	Certified Max Gross Wt.:	3300 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:		Engine Model/Series:	O-470-R
Registered Owner:	ELBA AVIATION, INC.	Rated Power:	230 Horsepower
Operator:	ELBA AVIATION, INC.	Operating Certificate(s) Held:	None
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:	TOI ,397 ft msl	Distance from Accident Site:	28 Nautical Miles
Observation Time:	15:55 Local	Direction from Accident Site:	10°
Lowest Cloud Condition:	Scattered / 5000 ft AGL	Visibility	7 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	100°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	31°C / 16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ELBA , AL (14J)	Type of Flight Plan Filed:	None
Destination:	(14J)	Type of Clearance:	None
Departure Time:	14:55 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:	None

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	31.409471,-86.070564(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Ralph
Additional Participating Persons:	GARY SOLDWISCH; BIRMINGHAM , AL
Original Publish Date:	March 24, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=8604

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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](#).