



National Transportation Safety Board Aviation Accident Factual Report

Location:	MINOT, ND	Accident Number:	CHI94LA218
Date & Time:	07/01/1994, 1600 CDT	Registration:	N2851F
Aircraft:	CALLAIR A9B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

On July 1, 1994, about 1600 central daylight time, a Callair A9B airplane, N2851F, operated by Pietsch Spraying Inc. of Minot, North Dakota, sustained substantial damage when it collided with terrain 12 miles southwest of Minot. The commercial pilot sustained no injuries. Visual meteorological conditions prevailed for the aerial application flight conducted under CFR 14 Part 137. The local flight originated at Minot International Airport about 1530. No flight plan was filed.

The pilot reported the airplane was equipped with "super booms" which trail beneath the airplane. He said he was flying low to optimize spraying along the side of a hill. On the fourth pass he "went through a whirlwind and stuck the boom in the wheat." He said the airplane swung around, impacted the terrain, and stopped in approximately 300 feet.

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	69, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Center
Other Aircraft Rating(s):		Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	10/15/1993
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	45000 hours (Total, all aircraft), 8000 hours (Total, this make and model), 45000 hours (Pilot In Command, all aircraft), 220 hours (Last 90 days, all aircraft), 110 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CALLAIR	Registration:	N2851F
Model/Series:	A9B A9B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Restricted	Serial Number:	1367
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	100 Hour	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	140 Hours	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	IO-540
Registered Owner:	ALFRED C. PIETSCH	Rated Power:	290 hp
Operator:	PIETSCH SPRAYING INC.	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	TSKG

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MOT, 1715 ft msl	Distance from Accident Site:	12 Nautical Miles
Observation Time:	1549 CDT	Direction from Accident Site:	45°
Lowest Cloud Condition:	Scattered / 3500 ft agl	Visibility	20 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	100°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	20° C / 10° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	VFR
Departure Time:	0000	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): WESLEY M ROBBINS,

Additional Participating Persons: VERL W ADDISON; FARGO, ND

Investigation Docket: NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.