



National Transportation Safety Board Aviation Accident Final Report

Location:	BOSCO, LA	Accident Number:	FTW94LA257
Date & Time:	08/01/1994, 1411 CDT	Registration:	N9152C
Aircraft:	AIR TRACTOR AT-502	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 137: Agricultural		

Analysis

THE AGRICULTURAL AIRPLANE IMPACTED A TELEPHONE POLE WHILE APPLYING PESTICIDES TO A COTTON FIELD. A POST IMPACT FIRE DESTROYED THE AIRPLANE.

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 WITH THE TELEPHONE POLE.

Findings

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

Findings

1. OBJECT - POLE
2. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

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

Factual Information

On August 1, 1994, at 1411 central daylight time, an Air Tractor AT-502, N9152C, was destroyed when it struck a pole and the ground near Bosco, Louisiana. The airplane, owned and operated by Keahey Flying Service and flown by a commercial pilot, was on a local aerial application flight. There was no flight plan filed and visual meteorological conditions prevailed. The pilot received serious burn injuries.

The aircraft departed from the Columbia, Louisiana, Municipal Airport at 1315 central daylight time and proceeded to Bosco, Louisiana, for aerial application of pesticide to a cotton field. The pilot stated that he finished spraying the field in an east/west direction. He further stated that he then started his "trim" passes in a north/south direction. According to the pilot's enclosed statement, the right wing struck a pole about 4 feet from the top of the pole and about 6 feet inboard of the right wing "causing the aircraft to crash about 300 yards from the point of impact." The airplane was consumed by post-crash fire. A nearby witness pulled the pilot from the burning plane immediately after the accident.

Pilot Information

Certificate:	Airline Transport	Age:	57, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Center
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	03/31/1994
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	16349 hours (Total, all aircraft), 325 hours (Total, this make and model), 16212 hours (Pilot In Command, all aircraft), 325 hours (Last 90 days, all aircraft), 141 hours (Last 30 days, all aircraft), 10 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	AIR TRACTOR	Registration:	N9152C
Model/Series:	AT-502 AT-502	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Restricted	Serial Number:	502-0205
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	03/01/1994, Annual	Certified Max Gross Wt.:	9200 lbs
Time Since Last Inspection:	325 Hours	Engines:	1 Turbo Prop
Airframe Total Time:	755 Hours	Engine Manufacturer:	P&W
ELT:	Not installed	Engine Model/Series:	PT6A-34
Registered Owner:	H. DREW KEAHEY	Rated Power:	750 hp
Operator:	H. DREW KEAHEY	Operating Certificate(s) Held:	None
Operator Does Business As:	KEAHEY FLYING SERVICE	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	25 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	31 °C
Precipitation and Obscuration:			
Departure Point:	COLUMBIA, LA (F86)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1315 CDT	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	Unknown
Total Injuries:	1 Serious	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): ALEXANDER LEMISHKO, **Report Date:** 01/12/1995

Additional Participating Persons: JAVIER M RODRIGUEZ; BATON ROUGE, LA

Publish Date:

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/>.

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).