



National Transportation Safety Board Aviation Accident Data Summary

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|--------------------------------|------------------------|-------------------------|------------|
| Location: | BOSCO, LA | Accident Number: | FTW94LA257 |
| Date & Time: | 08/01/1994, 1411 CDT | Registration: | N9152C |
| Aircraft: | AIR TRACTOR AT-502 | 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

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

Pilot Information

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|----------------------------------|---|------------------------------|----------|
| Certificate: | Airline Transport | Age: | 57 |
| Airplane Rating(s): | Multi-engine Land; Single-engine Land | Instrument Rating(s): | Airplane |
| Other Aircraft Rating(s): | Helicopter | Instructor Rating(s): | None |
| 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

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|---------------------------------------|------------------------|-----------------------------|--------------|
| Aircraft Make: | AIR TRACTOR | Registration: | N9152C |
| Model/Series: | AT-502 AT-502 | Engines: | 1 Turbo Prop |
| Operator: | H. DREW KEAHEY | Engine Manufacturer: | P&W |
| Operating Certificate(s) Held: | None | Engine Model/Series: | PT6A-34 |
| Flight Conducted Under: | Part 137: Agricultural | | |

Meteorological Information and Flight Plan

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|---|--------------------|-------------------------------------|----------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | , 0 ft msl | Weather Information Source: | Witness |
| Lowest Ceiling: | None / 0 ft agl | Wind Speed/Gusts, Direction: | / , |
| Temperature: | 31 °C | Visibility | 25 Miles |
| Precipitation and Obscuration: | | | |
| Departure Point: | COLUMBIA, LA (F86) | Destination: | |

Wreckage and Impact Information

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

Administrative Information

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| Investigator In Charge (IIC): | ALEXANDER LEMISHKO, | Adopted Date: | 01/12/1995 |
| 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/ . | | |

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.