



National Transportation Safety Board Aviation Accident Final Report

Location:	TELLASSE, AL	Accident Number:	ATL99LA002
Date & Time:	10/02/1998, 0835 CDT	Registration:	N4832R
Aircraft:	Cessna 188B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 137: Agricultural		

Analysis

The pilot was approaching from the northeast for a swath spray, waiting to fly over power lines that intersected a cotton field at the arrival end. The pilot thought that he was clear to push over into the cotton field to start his spray run. However, he was not completely clear of the power lines and on the push over became entangled with the ridge wire that runs from one pole to another giving the poles stability. The wire tangled between the propeller blades and around the propeller shaft slowing the engine to a stop. While tethered by the cable the aircraft fell approximately 250 to 300 feet, striking a slope and turning almost 180 degrees from the direction of impact.

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 a utility line while conducting a swath run.

Findings

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

Findings

1. OBJECT - WIRE,STATIC
2. (C) CLEARANCE - MISJUDGED - PILOT IN COMMAND

Factual Information

On October 2, 1998 about 0835 Central Daylight Time, a Cessna 188B agricultural airplane, N4832R, collided with a high tension line and subsequently the ground while spraying a field in Tellasse, Alabama. The airplane was operated by Morris Flying Services, Inc., under the provisions of Title 14 CFR Part 137, and visual flight rules. Visual meteorological conditions prevailed and no flight plan was filed for the local flight. The commercial pilot sustained minor injuries and the airplane received substantial damage. The flight originated from Shorter, Alabama, at 0750.

According to the FAA Inspector, who interviewed the pilot, the pilot was approaching from the northeast for a swath spray, waiting to fly over power lines that intersected a cotton field at the arrival end. The pilot thought that he was clear to push over into the cotton field to start his spray run. However, he was not completely clear of the power lines and on the push over became entangled with the ridge wire that runs from one pole to another giving the poles stability.

The wire tangled between the propeller blades and around the propeller shaft slowing the engine to a stop. While tethered by the cable the aircraft fell approximately 250 to 300 feet, striking a slope and turning almost 180 degrees from the direction of impact, substantially damaging the airplane.

Pilot Information

Certificate:	Commercial	Age:	22, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	01/09/1998
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	620 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N4832R
Model/Series:	188B 188B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Restricted	Serial Number:	18802351T
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	4200 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:		Engine Model/Series:	IO-520-D
Registered Owner:	MORRIS FLYING SERVICES, INC	Rated Power:	285 hp
Operator:	WILLIAM HARRY MC GOWAN	Operating Certificate(s) Held:	
Operator Does Business As:	MORRIS FLYING SERVICES, INC.	Operator Designator Code:	LYKG

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MGM, 221 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	0857 CDT	Direction from Accident Site:	90°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	24° C / 16° C
Precipitation and Obscuration:			
Departure Point:	SHORTER, AL (PVT)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0750 CDT	Type of Airspace:	Class E

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): BUTCH WILSON Report Date: 07/26/2001

Additional Participating Persons: JOSE L CARRERAS

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](#).