



National Transportation Safety Board Aviation Accident Final Report

Location:	DE WITT, AR	Accident Number:	FTW93LA146
Date & Time:	05/01/1993, 0830 CDT	Registration:	N28587
Aircraft:	PZL-MIELEC PZL-M-18	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 137: Agricultural		

Analysis

DURING THE TAKEOFF TO THE NORTH, THE AIRPLANE WAS APPROXIMATELY TWENTY FEET ABOVE THE GROUND AND APPROXIMATELY 400 YARDS BEYOND A ROAD BEING UTILIZED AS AN AERIAL STRIP WHEN THE PILOT STARTED A TURN TO THE NORTHEAST. THE PILOT REPORTED THAT 'DURING THE TURN THE POWER SETTING WAS OK BUT THE AIRPLANE STARTED TO SETTLE AS IF IN A DOWNDRAFT.' PILOT REPORTED THE WINDS FROM THE SOUTH WITH GUSTS TO 15 KNOTS. THE PILOT DECIDED TO LAND THE AIRPLANE IN THE RICE FIELD. WITH THE CLIMB ATTITUDE OF THE AIRPLANE, THE PILOT WAS NOT ABLE TO SEE A BULLDOZER PARKED IN THE FIELD. THE AIRPLANE STRUCK THE BULLDOZER AND SUBSEQUENTLY, DURING THE UNCONTROLLED DESCENT, CAME TO REST IN AN INVERTED POSITION ON THE BANK OF THE RICE LEVEE. A POST CRASH FIRE DESTROYED THE AIRPLANE

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
COMPENSATION FOR WIND IMPROPER BY PILOT. FACTORS WERE TAILWIND AND DOWNDRAFT

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: DESCENT - EMERGENCY

Findings

1. OBJECT - VEHICLE
2. (F) WEATHER CONDITION - TAILWIND
3. (F) WEATHER CONDITION - DOWNDRAFT
4. (C) COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND

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

Factual Information

On May 1, 1993, at approximately 0830 central daylight time, during takeoff from a road near De Witt, Arkansas, a WSK PZL MIELEC, PZL M 18, N28587, was destroyed when the airplane struck a bulldozer and subsequently impacted the terrain and burned. The commercial pilot sustained minor injuries. The FAR CFR Part 137 flight was being operated by Bullock Flying Service of De Witt, Arkansas. Visual meteorological conditions prevailed for the flight.

During a telephone interview conducted by the investigator in charge with the operator and the pilot, the facts in this paragraph were stated. The airplane had departed the De Witt Municipal Airport, De Witt, Arkansas, at approximately 0800 for seeding of a rice field. The airplane subsequently was departing from a road near the rice field. During the takeoff to the north, the airplane was approximately twenty feet above the ground and approximately 400 yards beyond the road when the pilot started a turn to the northeast. The pilot stated that "during the turn the power setting was ok but the airplane started to settle as if in a downdraft." Winds reported by the pilot were from the south with gusts to 15 knots. The pilot made a decision to land the airplane in the rice field. With the climb attitude of the airplane, the bulldozer was not seen by the pilot. As the airplane settled toward the ground, the wing struck the bulldozer and the wing separated from the airplane. During the subsequent uncontrolled descent, the main gears struck the ground and the airplane nosed over to the inverted position. A post crash fire was observed by the pilot as he exited the airplane. The airplane was destroyed by the fire.

The airplane was released to the operator following the investigation.

Pilot Information

Certificate:	Commercial	Age:	44, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Center
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	09/01/1992
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	12000 hours (Total, all aircraft), 4000 hours (Total, this make and model), 150 hours (Last 90 days, all aircraft), 75 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PZL-MIELEC	Registration:	N28587
Model/Series:	PZL-M-18 PZL-M-18	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Restricted	Serial Number:	1200817
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	02/15/1993, Annual	Certified Max Gross Wt.:	10340 lbs
Time Since Last Inspection:	50 Hours	Engines:	1 Reciprocating
Airframe Total Time:	5000 Hours	Engine Manufacturer:	PEZETEL
ELT:	Not installed	Engine Model/Series:	ASZ-621R-M-18
Registered Owner:	BULLOCK FLYING SERVICE	Rated Power:	967 hp
Operator:	BULLOCK FLYING SERVICE	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	KTWG

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:	Unknown / 2000 ft agl	Visibility	5 Miles
Lowest Ceiling:	Broken / 2000 ft agl	Visibility (RVR):	5 ft
Wind Speed/Gusts:	5 knots / 15 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	21° C / 18° C
Precipitation and Obscuration:			
Departure Point:	, AR	Type of Flight Plan Filed:	Company VFR
Destination:		Type of Clearance:	None
Departure Time:	0830 CDT	Type of Airspace:	Class G

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): JOYCE M SMITH **Report Date:** 10/25/1993

Additional Participating Persons: WES CROOK; LITTLE ROCK, AR

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](#).