



National Transportation Safety Board Aviation Accident Data Summary

Location:	PIONEER, LA	Accident Number:	FTW00LA166
Date & Time:	06/01/2000, 0700 CDT	Registration:	N70114
Aircraft:	Cessna A188B	Injuries:	1 Fatal
Flight Conducted Under:	Part 137: Agricultural		

Analysis

The airplane departed with full fuel and 150 gallons of herbicide for a local aerial application flight. The airplane made three north-south spray runs, and during the third turn from the south to the north, the airplane contacted trees, the left wing separated, and subsequently, the airplane impacted the ground. A witness stated that during the third turn he could hear, but could 'barely see the aircraft over the tree tops, unlike the previous two times.' A friend of the accident pilot, who is also an agricultural pilot for the same operator, reported that on the evening of May 31, 2000, (one day prior to the accident flight) the accident pilot reported that he had 'hit some trees on that day and had to pull the leaves out of the boom of the airplane.' The accident pilot had also reported that 'he had the power lines licked, but seemed to have a problem clearing the tree tops.' The pilot had successfully completed a professional agricultural pilot training course on May 5, 2000, and the accident flight was the pilot's second revenue spray flight.

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 trees while maneuvering during an aerial application flight. A factor was the pilot's lack in experience with aerial application flight operations.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: MANEUVERING - AERIAL APPLICATION

Findings

1. OBJECT - TREE(S)
2. (C) ALTITUDE/CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
3. (F) LACK OF EXPERIENCE - PILOT IN COMMAND

Pilot Information

Certificate:	Commercial	Age:	21
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	586 hours (Total, all aircraft), 214 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N70114
Model/Series:	A188B A188B	Engines:	1 Reciprocating
Operator:	PIONEER FLYING SERVICE INC.	Engine Manufacturer:	Continental
Operating Certificate(s) Held:		Engine Model/Series:	IO-520-D
Flight Conducted Under:	Part 137: Agricultural		

Meteorological Information and Flight Plan

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:	Calm / ,
Temperature:	24° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	, LA (NONE)	Destination:	

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	JASON A RAGOGNA	Adopted Date:	04/19/2001
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.