



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	IMMOKALEE, FL	<b>Accident Number:</b>	MIA90LA024
<b>Date &amp; Time:</b>	11/03/1989, 1540 EST	<b>Registration:</b>	N4129E
<b>Aircraft:</b>	PIPER PA-18-150	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

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## Analysis

AFTER TAKEOFF, THE PLT TURNED TO A NORTHERLY HEADING & REMAINED AT LOW ALT TO VIEW HIS AGRICULTURAL DEVELOPEMENT NEAR THE AIRSTRIP. THIS HEADING TOOK THE ACFT TOWARD HIGH TENSION POWER LINES, JUST NORTH OF THE PRIVATE STRIP. THE PLT SELECTED A FLT PATH OVER THE LOWEST SAG IN THE LINES; HOWEVER, NEITHER HE NOR THE PASSENGER SAW THE STATIC CABLES ABOVE THE MAIN TRANSMISSION LINES. SUBSEQUENTLY, THE ACFT COLLIDED WITH AN UPPER (STATIC) CABLE. THE CABLE STOPPED THE ACFT'S FORWARD MOVEMENT & IT DROPPED NEARLY STRAIGHT-DOWN TO THE GROUND.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FAILURE OF THE PILOT TO MAINTAIN PROPER ALTITUDE AND HIS FAILURE TO MAINTAIN ADEQUATE VISUAL LOOKOUT TO SEE AND AVOID OBSTRUCTIONS. THE STATIC LINE (OBSTRUCTION) WAS A CONTRIBUTING FACTOR.

## Findings

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

### Findings

1. LOW PASS - INITIATED
2. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
3. (F) OBJECT - WIRE, STATIC
4. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

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

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	41, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	06/06/1989
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1510 hours (Total, all aircraft), 300 hours (Total, this make and model), 1510 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N4129E
<b>Model/Series:</b>	PA-18-150 PA-18-150	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	18-7809081
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	1750 lbs
<b>Time Since Last Inspection:</b>	0 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated	<b>Engine Model/Series:</b>	O-320-A2B
<b>Registered Owner:</b>	UNKNOWN	<b>Rated Power:</b>	150 hp
<b>Operator:</b>	SMOAK GROVES, INC.	<b>Operating Certificate(s) Held:</b>	None

## 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	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	45°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:	LAKE PLACID, FL (8X5)	Type of Clearance:	None
Departure Time:	1540 EST	Type of Airspace:	

## Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	TIMOTHY W MONVILLE	Report Date:	09/05/1990
Additional Participating Persons:			
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 <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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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](#).