



National Transportation Safety Board Aviation Accident Final Report

Location:	MARINGOUIN, LA	Accident Number:	FTW84LA263
Date & Time:	06/01/1984, 1640 CDT	Registration:	N7252V
Aircraft:	ROCKWELL A-9B	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 137: Agricultural		

Analysis

THE PLT WAS COMPLETING THE FIRST SWATH PASS ATTEMPTING TO FLY UNDER A POWER LINE AND BETWEEN A TREE AND PARKED FARM EQUIPMENT. IN A SLIGHT LEFT TURN UNDER THE POWER LINE, THE RIGHT WING CONTACTED TREE TOPS APRX 30 FT AGL. THE ACFT CONTINUED APRX 150 YARDS INFLIGHT UNTIL THE RIGHT WING DROPPED AND THE ACFT ROLLED INVERTED CRASHING UNCONTROLLED INTO A FIELD.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

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

Findings

1. (F) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. (F) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. (F) OBJECT - TREE(S)
4. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

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

Findings

5. TERRAIN CONDITION - GROUND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	35, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Front
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	06/01/1983
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	4552 hours (Total, all aircraft), 792 hours (Total, this make and model), 56 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	ROCKWELL	Registration:	N7252V
Model/Series:	A-9B A-9B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Restricted	Serial Number:	1307
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	05/31/1984, Annual	Certified Max Gross Wt.:	1900 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2943 Hours	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	IO-540-B1C5
Registered Owner:	JOHN R. DRAKE	Rated Power:	290 hp
Operator:	JOHN R. DRAKE	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	06

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	BTR, 71 ft msl	Distance from Accident Site:	13 Nautical Miles
Observation Time:	1700 CDT	Direction from Accident Site:	85°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	130°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	27° C / 9° C
Precipitation and Obscuration:			
Departure Point:	MARINGOUIN, LA	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1625 CDT	Type of Airspace:	Class G

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
Total Injuries:	1 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	T D MCFALL	Report Date:	
Additional Participating Persons:	THOMAS MASON; BATON ROUGE, LA		
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 pubinquiry@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](#).