



National Transportation Safety Board Aviation Accident Final Report

Location:	MEDFORD, OR	Accident Number:	SEA83LA049
Date & Time:	02/01/1983, 1700 PST	Registration:	N4784Q
Aircraft:	CESSNA A188B	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

THE AIRCRAFT COLLIDED WITH A TREE DURING AERIAL APPLICATION OPERATIONS. THE PILOT STATED THAT THERE WAS A POWERLINE AT ONE END OF THE ORCHARD HE WAS SPRAYING AND A ROW OF LEAFLESS TREES AT THE OTHER. ONE OF THE TALLER BOUNDARY TREES WAS OVERLOOKED BY THE PILOT AND THE ACFT HIT IT. THE COLLISION PUNCHED A HOLE IN THE OIL COOLER AND FORCED THE PILOT TO MAKE AN OFF AIRPORT LANDING.

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) OBJECT - TREE(S)
2. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

Occurrence #2: FORCED LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

Pilot Information

Certificate:	Commercial	Age:	24, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Front
Other Aircraft Rating(s):		Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 2 Expired	Last FAA Medical Exam:	02/04/1980
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1500 hours (Total, this make and model), 2057 hours (Pilot In Command, all aircraft), 300 hours (Last 90 days, all aircraft), 70 hours (Last 30 days, all aircraft), 10 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N4784Q
Model/Series:	A188B A188B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Restricted	Serial Number:	18802526T
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	01/11/1983, Annual	Certified Max Gross Wt.:	3300 lbs
Time Since Last Inspection:	11 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1241 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	IO-520-D
Registered Owner:	KEN OWEN	Rated Power:	300 hp
Operator:	PACIFIC AIR RESEARCH, INC.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MFR, 1330 ft msl	Distance from Accident Site:	3 Nautical Miles
Observation Time:	0100	Direction from Accident Site:	0°
Lowest Cloud Condition:	Thin Broken / 25000 ft agl	Visibility	20 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	9°C / 3°C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class D

Airport Information

Airport:	JACKSON COUNTY (MFR)	Runway Surface Type:	
Airport Elevation:	1331 ft	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	H. D DAILY	Report Date:	
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 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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).