



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	LITTLE YORK, IN	<b>Accident Number:</b>	CHI83LA408
<b>Date &amp; Time:</b>	09/01/1983, 1835 EST	<b>Registration:</b>	N9986G
<b>Aircraft:</b>	CESSNA 188	<b>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	Part 137: Agricultural		

## Analysis

THE PLT STATED THAT HE CIRCLED & LOOKED FOR WIRES & OBSTRUCTIONS PRIOR TO SPRAYING. DURING A RUN HE FLEW OVER A FIRST SET OF WIRES BUT STRUCK A SECOND SET OF WIRES WHICH WERE NOT MARKED & THE POLES WERE DIFFICULT TO SEE BECAUSE THEY WERE IN TREES. FROM THE DIRECTION THE ACFT WAS FLYING, IT WOULD HAVE BEEN DIFFICULT FOR THE PLT TO SEE THE WIRES THE ACFT STRUCK.

## Probable Cause

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) TERRAIN CONDITION - HIGH OBSTRUCTION(S)
2. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. (F) OBJECT - WIRE, TRANSMISSION

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	29
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>		<b>Instructor Rating(s):</b>	
<b>Flight Time:</b>	2700 hours (Total, all aircraft), 20 hours (Last 90 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N9986G
<b>Model/Series:</b>	188 188	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	JACK R. OLDS	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>Operating Certificate(s) Held:</b>		<b>Engine Model/Series:</b>	O-470-R
<b>Flight Conducted Under:</b>	Part 137: Agricultural		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	IND, 0 ft msl	<b>Weather Information Source:</b>	Unknown
<b>Lowest Ceiling:</b>	Unknown / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	7 knots / , 100°
<b>Temperature:</b>	28° C	<b>Visibility</b>	15 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	MADISON, IN	<b>Destination:</b>	

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Runway Used:</b>	0	<b>Runway Surface Condition:</b>	
<b>Runway Length/Width:</b>			

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	On-Ground
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

<b>Investigator In Charge (IIC):</b>	CARL E DINWIDDIE	<b>Adopted Date:</b>	
<b>Investigation Docket:</b>	NTSB accident and incident docket 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:pubinq@ntsb.gov">pubinq@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.