



National Transportation Safety Board Aviation Accident Factual Report

Location:	Anguilla, MS	Accident Number:	ATL01LA063A
Date & Time:	06/02/2001, 0800 CDT	Registration:	N257LA
Aircraft:	Air Tractor 502B	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 137: Agricultural		

On June 2, 2001, at 0800 central daylight time, an Air Tractor 502B, N257LA, and a Cessna 188, N731KG, collided in flight two miles north of Anguilla, Mississippi. The agricultural flights were operated by Nick's Flying Service, Inc., and Anguilla Flying Service, Inc., respectively, under the provisions of Title 14 CFR Part 137. Visual meteorological conditions prevailed at the time of the accident. Both airplanes were destroyed, and the Cessna was consumed by post-crash fire. Both commercial pilots were fatally injured. The Air Tractor departed a private airstrip at Rolling Fork, Mississippi, about 0735, and the Cessna departed a private airstrip in Anguilla, Mississippi, about 0750.

According to information recovered from Anguilla Flying Service, Inc., the Cessna had departed the private airstrip about 10 minutes before the accident, and was spraying a field adjacent to the east side of the field over which the collision occurred. The review of information from the operator revealed that the Cessna appeared to have been on a easterly heading for the initial swath run to a field about 500 feet east of the in-flight collision.

According to information recovered from Nick's Flying Service, Inc., the Air Tractor had completed an aerial application operation to a field four miles north of the accident site, and was enroute to another field miles south of the accident site. Reportedly, the Air Tractor, the Air Tractor was flying enroute at a low altitude between the two locations, and the south bound direct flight path placed the airplanes over the accident site. The altitude at which the collisions occurred was not determined, however the Cessna was operating in accordance with FAR Part 137.49 for altitude and object clearance.

Examination of the accident site showed that, the in-flight collision resulted in both airplanes colliding with the ground in a steep, nose-down, nearly wings-level attitude. The Cessna was consumed by post-crash fire.

Further examination of the accident site found the Air Tractor wreckage approximately 947 feet south of what was determined to be the mid-air impact point. The Cessna wreckage was located approximately 426 feet east of the mid-air impact point. The airplanes' ground-impact points were approximately 1,004 feet apart. An area approximately 50 feet in diameter

contained the Air Tractor's outboard piece of the right horizontal stabilizer and the right elevator, as well as the Cessna's right wingtip fairing and a portion of the right aileron. Also present were scattered paint chips, rivet heads, and small pieces of sheet metal.

Examination of the wreckage also revealed that the propellers assemblies from both airplanes showed evidence of power-on rotation at impact. Continuity of flight controls was not established on the Cessna due to extreme fire damage. Continuity of flight controls was confirmed on the Air Tractor. No mechanical irregularities and no pre-collision failures were noted of either airplane during the investigation.

The sun inclination and azimuth for the accident location was 48.8 degrees inclination at 93.2 degrees.

Dr. Steven T. Hayne, FCAP, of the Mississippi State Medical Examiner's Office, Brandon, Mississippi, conducted postmortem examinations of both pilots on June 3, 2001.

The FAA's Toxicology and Research Laboratory in Oklahoma City, Oklahoma, performed forensic toxicology on both pilots. Forensic toxicology performed on specimens from the Air Tractor pilot detected 0.047 (ug/ml, ug/g) diazepam (valium-sedative) in the blood, 0.06 (ug/ml, ug/g) nordiazepam in the blood, 0.172 (ug/ml, ug/g) nordiazepam in the urine, as well as the presence of temazepam and oxazepam in the urine. Forensic toxicology performed on specimens from the Cessna pilot detected quinine in the kidney and liver.

A review of the Federal Aviation Regulations disclosed that when converging airplanes at the same altitude, the airplane to the right has the right -a-way. The FARs further states that the minimum safe altitude over other than congested areas is 500 feet above the surface except over sparsely populated areas, and in those cases the aircraft may not operate closer that 500 feet to any person, vessel, vehicle, or structure (FAR Part 91,113, 91.119).

Pilot Information

Certificate:	Commercial; Private	Age:	25, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Center
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	12/28/2000
Occupational Pilot:		Last Flight Review or Equivalent:	02/07/2001
Flight Time:	2700 hours (Total, all aircraft), 200 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Air Tractor	Registration:	N257LA
Model/Series:	502B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Restricted	Serial Number:	502B-0257
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	02/08/2001, Annual	Certified Max Gross Wt.:	9700 lbs
Time Since Last Inspection:	188.7 Hours	Engines:	1 Turbo Prop
Airframe Total Time:	4178 Hours at time of accident	Engine Manufacturer:	P&W
ELT:	Not installed	Engine Model/Series:	P76A-34AG
Registered Owner:	Dewby, Inc.	Rated Power:	750 hp
Operator:	Dewby, Inc.	Operating Certificate(s) Held:	
Operator Does Business As:	Nick's Flying Service, Inc.	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KGWO, 162 ft msl	Distance from Accident Site:	
Observation Time:	0753 CDT	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	9 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.83 inches Hg	Temperature/Dew Point:	21° C / 17° C
Precipitation and Obscuration:			
Departure Point:	Rolling Fork, MS	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0730 CDT	Type of Airspace:	Class G

Airport Information

Airport:	Angilla Flying Service (PVT)	Runway Surface Type:	Unknown
Airport Elevation:	100 ft	Runway Surface Condition:	Unknown
Runway Used:		IFR Approach:	None
Runway Length/Width:	2200 ft	VFR Approach/Landing:	None

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):	Phillip Powell
Additional Participating Persons:	Allen M Davis; Federal Aviation Administration, Jackson FSDO-07; Jackson, MS
Investigation Docket:	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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .