



National Transportation Safety Board Aviation Accident Final Report

Location:	Anguilla, MS	Accident Number:	ATL01LA063B
Date & Time:	06/02/2001, 0800 CDT	Registration:	N731KG
Aircraft:	Cessna 188B	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 137: Agricultural		

Analysis

See narrative ATL01LA063A.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Failure of both pilots to maintain visual lookout, resulting in an in-flight collision. A factor was sun glare.

Findings

Occurrence #1: MIDAIR COLLISION
Phase of Operation: MANEUVERING - AERIAL APPLICATION

Findings

1. (F) LIGHT CONDITION - SUNGLARE
2. (C) VISUAL LOOKOUT - NOT MAINTAINED - PILOTS OF BOTH AIRCRAFT

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

Factual Information

See narrative ATLO1LA063A.

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	54, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Center
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	02/05/2001
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	25000 hours (Total, all aircraft), 18000 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N731KG
Model/Series:	188B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Restricted	Serial Number:	18802949T
Landing Gear Type:	Tricycle	Seats:	1
Date/Type of Last Inspection:	10/18/2000, Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	8300 Hours at time of accident	Engine Manufacturer:	Lycoming
ELT:	Not installed	Engine Model/Series:	IO-720
Registered Owner:	Anguilla Flying Service	Rated Power:	400 hp
Operator:	Anguilla Flying Service	Operating Certificate(s) Held:	

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:	0755 CDT	Type of Airspace:	Class G

Airport Information

Airport:	Angilla Flying Service (PVT)	Runway Surface Type:	Grass/turf
Airport Elevation:	100 ft	Runway Surface Condition:	Unknown
Runway Used:		IFR Approach:	None
Runway Length/Width:	3000 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Phillip Powell	Report Date:	02/20/2002
Additional Participating Persons:	Allen M Davis; Federal Aviation Administration, Jackson FSDO-07; Jackson, MS		
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/ .		

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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](#).