



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	CLARKSVILLE, TX	<b>Accident Number:</b>	FTW82DRJ13
<b>Date &amp; Time:</b>	07/01/1982, 1215 CDT	<b>Registration:</b>	N4437S
<b>Aircraft:</b>	AIR TRACTOR 301	<b>Aircraft Damage:</b>	None
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal, 1 None
<b>Flight Conducted Under:</b>	Part 137: Agricultural		

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## Analysis

THE PILOT STATED THAT HE BRIEFED THE TWO FLAGMEN ABOUT MOVING TO NEXT ROW AS SOON AS THE AIRCRAFT WAS LINED UP ON THE SWATH RUN. BOTH FLAGMEN MOVED PROPERLY UNTIL ON THE FATAL PASS ONE FLAGMAN DID NOT MOVE AND THE AIRCRAFT STRUCK HIM. THE FLAGMAN STRUCK BY THE AIRCRAFT DID NOT HAVE PRIOR EXPERIENCE AS A FLAGMAN.

## Probable Cause and Findings

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

## Findings

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

### Findings

1. OBJECT - OTHER PERSON
2. (C) PROCEDURES/DIRECTIVES - NOT FOLLOWED - GROUND PERSONNEL
3. (C) VISUAL LOOKOUT - NOT MAINTAINED - GROUND PERSONNEL

## Factual Information

### Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	35, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	05/24/1982
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1338 hours (Total, all aircraft), 43 hours (Total, this make and model), 1167 hours (Pilot In Command, all aircraft), 75 hours (Last 90 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	AIR TRACTOR	<b>Registration:</b>	N4437S
<b>Model/Series:</b>	301 301	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	301-0097
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	6500 lbs
<b>Time Since Last Inspection:</b>	0 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2500 Hours	<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	R-1340
<b>Registered Owner:</b>	HORNBECK FLYING SERVICE	<b>Rated Power:</b>	600 hp
<b>Operator:</b>	HORNBECK FLYING SERVICE	<b>Operating Certificate(s) Held:</b>	

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	92° C / 0° C
Precipitation and Obscuration:			
Departure Point:	CLARKSVILLE, TX	Type of Flight Plan Filed:	None
Destination:	CLARKSVILLE, TX	Type of Clearance:	None
Departure Time:	1200	Type of Airspace:	

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	Report Date:	07/01/1983
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 <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@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> .	

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](#).