



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	HILLSBORO, AL	<b>Accident Number:</b>	ATL82DA260
<b>Date &amp; Time:</b>	09/01/1982, 1425 CDT	<b>Registration:</b>	N9759V
<b>Aircraft:</b>	CESSNA A188	<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 137: Agricultural		

## Analysis

THE PILOT REPORTED THAT WHILE MAKING A SWATH RUN TO THE WEST OVER UNEVEN TERRAIN, HIS RIGHT WING CONTACTED THE COTTON CROP THAT HE WAS SPRAYING. THE AIRCRAFT CRASHED AND BEGAN TO BURN AFTER COMING TO REST INVERTED. THE PILOT ESCAPED WITH MINOR INJURIES BEFORE THE FLAMES SPREAD. HE REPORTED THAT THE WIND WAS FROM THE NORTHWEST WITH GUSTS TO 30 KTS.

## Probable Cause

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

## Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: MANEUVERING - AERIAL APPLICATION

### Findings

1. (F) WEATHER CONDITION - GUSTS
2. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY
3. (F) TERRAIN CONDITION - HIGH VEGETATION
4. (C) CLEARANCE - MISJUDGED - PILOT IN COMMAND

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	46
<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>	None
<b>Flight Time:</b>	10108 hours (Total, all aircraft), 800 hours (Total, this make and model), 10108 hours (Pilot In Command, all aircraft), 380 hours (Last 90 days, all aircraft), 14 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N9759V
<b>Model/Series:</b>	A188 A188	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	E. GLENN SHAFFER	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>Operating Certificate(s) Held:</b>		<b>Engine Model/Series:</b>	IO-520D
<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>	, 0 ft msl	<b>Weather Information Source:</b>	Unknown
<b>Lowest Ceiling:</b>	Unknown / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	30 knots / , 315°
<b>Temperature:</b>	82° C	<b>Visibility</b>	20 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	COURTLAND, AL	<b>Destination:</b>	LOCAL

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<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>	On-Ground
<b>Latitude, Longitude:</b>			

## Administrative Information

<b>Investigator In Charge (IIC):</b>	<b>Adopted Date:</b> 09/01/1983
<b>Investigation Docket:</b>	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: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> .

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.