



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Albertson, North Carolina	Accident Number:	ERA15LA281
Date & Time:	July 25, 2015, 08:15 Local	Registration:	N731MB
Aircraft:	Cessna A188B	Aircraft Damage:	Substantial
Defining Event:	Miscellaneous/other	Injuries:	1 Minor
Flight Conducted Under:	Part 137: Agricultural		

Analysis

The pilot departed on the agricultural application flight with full fuel tanks and 105 gallons of spray mixture onboard, which he stated was a lighter load than the previous day. He described the airplane's climb as "shallow," and stated that, as the airplane neared the end of the runway, it began to descend. The left main landing gear impacted a power line and the airplane subsequently descended into terrain, resulting in substantial damage to the wings and fuselage.

Postaccident examination of the engine revealed no preimpact mechanical malfunction or failure that would have precluded normal operation.

A breathalyzer test performed about 45 minutes after the accident revealed that the pilot's blood alcohol content was 0.07 gm/dL. At the time of the accident, the pilot's blood alcohol content was likely 0.07 to 0.10 gm/dL, which would have been impairing.

Probable Cause and Findings

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

The pilot's failure to maintain clearance from wires during takeoff due to his impairment from alcohol use.

Findings

Personnel issues	Alcohol - Pilot
Environmental issues	Wire - Contributed to outcome
Aircraft	Climb rate - Not attained/maintained
Personnel issues	Aircraft control - Pilot

Factual Information

History of Flight

Initial climb	Miscellaneous/other (Defining event)
Initial climb	Collision with terr/obj (non-CFIT)

On July 25, 2015, about 0815 eastern daylight time, a Cessna A188B, N731MB, was substantially damaged when it was involved in an accident near Albertson, North Carolina. The commercial pilot sustained minor injuries. The flight was conducted as a Title 14 *Code of Federal Regulations* Part 137 agricultural application flight.

The pilot stated that he was departing with full fuel tanks and 105 gallons of spray mixture, which was a lighter load than the previous day. A preflight inspection and engine run-up revealed no anomalies, and the pilot initiated the takeoff from the turf runway with the wing flaps extended 10°. The airplane lifted off the runway about 70 mph, and at 85 mph, the pilot established a "shallow" climb. He stated that as the airplane neared the end of the runway, it began to lose altitude. The left main landing gear impacted a power line and the airplane subsequently descended into terrain, resulting in substantial damage to the wings and fuselage.

A law enforcement officer who responded to the accident noticed the smell of alcohol around the pilot and performed a breathalyzer test about 45 minutes after the accident. The result was a blood alcohol content (BAC) of 0.07 gm/dL. The pilot was subsequently taken to the police station, where breathalyzer tests revealed 0.05 and 0.04 gm/dL about 1 hour, 45 minutes after the accident.

Postaccident examination of the engine by a Federal Aviation Administration inspector revealed that the intake manifold was damaged during the accident sequence. Spark was produced by each magneto, and piston movement was observed on all cylinders when the propeller was rotated by hand.

Pilot Information

Certificate:	Commercial	Age:	54
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	January 16, 2015
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	1646 hours (Total, all aircraft), 1096 hours (Total, this make and model), 1617 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N731MB
Model/Series:	A188B	Aircraft Category:	Airplane
Year of Manufacture:	1977	Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	18802991T
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	November 18, 2014 Annual	Certified Max Gross Wt.:	4000 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	8355.7 Hrs as of last inspection	Engine Manufacturer:	Continental Motors Inc
ELT:	Not installed	Engine Model/Series:	IO-520
Registered Owner:		Rated Power:	300 Horsepower
Operator:		Operating Certificate(s) Held:	Agricultural aircraft (137)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KDPL,137 ft msl	Distance from Accident Site:	12 Nautical Miles
Observation Time:	12:15 Local	Direction from Accident Site:	233°
Lowest Cloud Condition:	Clear	Visibility	7 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	10°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	30.01 inches Hg	Temperature/Dew Point:	21°C / 18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Albertson, NC (NONE)	Type of Flight Plan Filed:	None
Destination:	Albertson, NC (NONE)	Type of Clearance:	None
Departure Time:	08:15 Local	Type of Airspace:	Class G

Airport Information

Airport:	Private Strip NONE	Runway Surface Type:	Grass/turf
Airport Elevation:	125 ft msl	Runway Surface Condition:	Dry
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	35.120277,-77.784721(est)

Administrative Information

Investigator In Charge (IIC):	Diaz, Allison		
Additional Participating Persons:	Duane Burns; FAA/FSDO; Greensboro, NC		
Original Publish Date:	December 3, 2020	Investigation Class:	3
Note:	The NTSB did not travel to the scene of this accident.		
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=91627		

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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](#).