



National Transportation Safety Board Aviation Accident Final Report

Location:	CAPON BRIDGE, WV	Accident Number:	BFO90FA046
Date & Time:	05/19/1990, 1130 EDT	Registration:	N1FN
Aircraft:	DOUGLAS DC-3	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal
Flight Conducted Under:	Part 137: Agricultural		

Analysis

WHILE SPRAYING GYPSY MOTHES WITH DIMILIN OVER WOODED/HILLY TERRAIN, THE DC-3 COLLIDED WITH POWER LINES IN A VALLEY AREA. WITNESSES IN AN NEARBY OBSERVATION AIRCRAFT REPORTED THE DC-3 ENTERED A GRADUAL CLIMB, WHICH CONTINUED UNTIL THE DC-3 WAS IN A STEEP NOSE HIGH ATTITUDE. THE PILOT OF THE OBSERVATION AIRCRAFT TRIED TO COMMUNICATE WITH THE DC-3 PILOTS, BUT COULD NOT MAKE RADIO CONTACT. THE OBSERVATION PILOT REPORTED THE DC-3 ENTERED A STALL/SPIN AT ABOUT 1200 FT AGL, THEN CRASHED. AN INVESTIGATION REVEALED NO EVIDENCE OF A PREIMPACT FAILURE. THE DC-3 WAS NOT EQUIPPED WITH A WIRE CUTTER KIT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: INADEQUATE VISUAL LOOKOUT BY THE PILOTS OF THE DC-3, WHICH RESULTED IN THEIR FAILURE TO SEE-AND-AVOID THE POWERLINES. FACTORS RELATED TO THE ACCIDENT WERE: THE OBSTRUCTION (TRANSMISSION WIRES), AND THE LACK OF VISUAL CUES FOR THE PILOTS.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: MANEUVERING - AERIAL APPLICATION

Findings

1. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
2. (C) VISUAL LOOKOUT - INADEQUATE - COPILOT/SECOND PILOT
3. (F) OBJECT - WIRE, TRANSMISSION
4. (C) CLEARANCE - NOT MAINTAINED
5. (F) VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
6. (F) VISUAL/AURAL PERCEPTION - COPILOT/SECOND PILOT

Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: MANEUVERING

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Instructor	Age:	60, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	04/25/1990
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	22000 hours (Total, all aircraft), 3000 hours (Total, this make and model), 21000 hours (Pilot In Command, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	DOUGLAS	Registration:	N1FN
Model/Series:	DC-3 DC-3	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Restricted	Serial Number:	11685
Landing Gear Type:	Retractable - Tailwheel	Seats:	3
Date/Type of Last Inspection:	04/25/1990, AAIP	Certified Max Gross Wt.:	26200 lbs
Time Since Last Inspection:	23 Hours	Engines:	2 Reciprocating
Airframe Total Time:	34906 Hours	Engine Manufacturer:	WRIGHT
ELT:	Not installed	Engine Model/Series:	R-1820
Registered Owner:	K & K AIRCRAFT, INC.	Rated Power:	1200 hp
Operator:	K & K AIRCRAFT, INC.	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MRB, 1170 ft msl	Distance from Accident Site:	30 Nautical Miles
Observation Time:	1150 EDT	Direction from Accident Site:	84°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	25 Miles
Lowest Ceiling:	Broken / 10000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	21° C / 7° C
Precipitation and Obscuration:			
Departure Point:	MARTINSBURG, WV (MRB)	Type of Flight Plan Filed:	None
Destination:	WINCHESTER, VA (W16)	Type of Clearance:	None
Departure Time:	1100 EDT	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	ALFRED W DICKINSON	Report Date:	06/02/1992
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 pubinquiry@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](#).