



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Jones Creek, Texas	<b>Accident Number:</b>	CEN10TA006
<b>Date &amp; Time:</b>	October 3, 2009, 10:30 Local	<b>Registration:</b>	N797SB
<b>Aircraft:</b>	Beech E18S	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Low altitude operation/event	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Public aircraft		

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## Analysis

The pilot was spraying a marshy area for mosquitoes. After making a spray pass, he made a right 180-degree turn to an easterly heading and the right wing struck a radio tower. The pilot didn't know the extent of the damage and there appeared to be a "controllability issue." He elected to land in a pasture. During the landing, the airplane struck and killed a cow and a bull, then collided with a pile of wood, resulting in substantial damage. The unlit 100-foot radio tower was within the walls of a correctional facility, was used for ground communications, and has been there for several years. It was not marked on sectional charts.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to see and avoid the radio tower.

## Findings

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<b>Personnel issues</b>	Monitoring environment - Pilot
<b>Environmental issues</b>	Tower/antenna (incl guy wires) - Response/compensation
<b>Environmental issues</b>	Animal(s)/bird(s) - Contributed to outcome

## Factual Information

On October 3, 2009, approximately 1030 central daylight time, a Beech E18S, N797SB, operated by Brazoria County, Texas, and piloted by a commercial pilot, was substantially damaged when it struck a radio tower and impacted terrain while maneuvering near Lake Jackson, Texas. Visual meteorological conditions prevailed at the time of the accident. The public use flight was being operated as an aerial application flight for mosquito control. The pilot, the sole occupant on board the airplane, was not injured. The flight originated at Brazoria County Airport (LBX), Angleton, Texas, approximately 0915.

According to the pilot's accident report, he was spraying a marshy area. After making a spray pass, the pilot made a right 180-degree turn to a easterly heading, and the right wing struck a radio tower. The pilot did not know the extent of the damage and there appeared to be a "controllability issue." He elected to land in a pasture. During the landing, the airplane struck and killed a cow and a bull, then collided with a pile of wood.

The on-scene investigation revealed the airplane landed in a field about a mile away. The left engine, left landing gear, and tail wheel were torn off. Parts of the communications antenna were still embedded in the right wing edge, just outboard of the engine. The right propeller was gouged.

According to the FAA inspector who went to the scene, the unlit 100-foot radio tower was within the walls of the Clemens Correctional Facility, was used for ground communications, and has been there for several years. It is not marked on the Houston Sectional Chart.

## History of Flight

<b>Maneuvering-low-alt flying</b>	Low altitude operation/event (Defining event)
<b>Landing</b>	Collision with terr/obj (non-CFIT)

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	49, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<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>	No
<b>Medical Certification:</b>	Class 2 With waivers/limitations	<b>Last FAA Medical Exam:</b>	June 4, 2009
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	May 1, 2009
<b>Flight Time:</b>	1832 hours (Total, all aircraft), 37 hours (Total, this make and model), 1735 hours (Pilot In Command, all aircraft), 44 hours (Last 90 days, all aircraft), 2927 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Beech	<b>Registration:</b>	N797SB
<b>Model/Series:</b>	E18S	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Restricted (Special)	<b>Serial Number:</b>	BA-172
<b>Landing Gear Type:</b>	Retractable - Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>		<b>Certified Max Gross Wt.:</b>	10100 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	R-985 SERIES
<b>Registered Owner:</b>		<b>Rated Power:</b>	450 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	BZ0M

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	LBX,43 ft msl	Distance from Accident Site:	
Observation Time:	09:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 3000 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 4500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	10°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.9 inches Hg	Temperature/Dew Point:	21 °C / 20 °C
Precipitation and Obscuration:			
Departure Point:	Angleton, TX (LBX )	Type of Flight Plan Filed:	None
Destination:	Angleton, TX (LBX )	Type of Clearance:	None
Departure Time:	09:15 Local	Type of Airspace:	Class G

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	28.985277,-95.510276

## Administrative Information

Investigator In Charge (IIC):	Scott, Arnold
Additional Participating Persons:	Michael A Smith; FAA Flight Standards District Office; Houston, TX
Original Publish Date:	March 3, 2010
Note:	
Investigation Docket:	<a href="https://data.nts.gov/Docket?ProjectID=74856">https://data.nts.gov/Docket?ProjectID=74856</a>

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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](#).