



Aviation Investigation Final Report

Location:	ROSEAU, Minnesota	Accident Number:	CHI96LA168
Date & Time:	May 21, 1996, 11:30 Local	Registration:	N2062J
Aircraft:	Cessna 188	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

The pilot reported the winds were northwesterly at 8 to 10 knots, gusting from 15 to 20 knots. He reported that he departed the county road to the north. He reported that a gust of wind caused the airplane to weathervane. He ran out of right rudder and was unable to maintain directional control. The airplane flew over a ditch which paralleled the road and landed in a field. After landing, the right wheel pulled the airplane back toward the ditch. The pilot reported that when the main wheels hit the water in the ditch, the airplane nosed over.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot failed to maintain directional control during takeoff. The crosswind was a factor.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (F) WEATHER CONDITION - CROSSWIND
 2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
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Occurrence #2: NOSE OVER
Phase of Operation: TAKEOFF

Findings

- 3. TERRAIN CONDITION - DITCH
- 4. TERRAIN CONDITION - WATER

Factual Information

On May 21, 1996, at 1130 central daylight time, a Cessna 188, N2062J, operated by Slater Spraying Service, Inc., sustained substantial damage during takeoff roll. The 14 CFR 137 flight lost control while departing a two lane county road, and nosed over in the ditch west of the road. The commercial pilot was not injured. Visual meteorological conditions prevailed and no flight plan was filed.

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Pilot Information

Certificate:	Commercial	Age:	30, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	August 1, 1995
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	1542 hours (Total, all aircraft), 318 hours (Total, this make and model), 1433 hours (Pilot In Command, all aircraft), 28 hours (Last 90 days, all aircraft), 18 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N2062J
Model/Series:	188 188	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	T18803352T
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	May 15, 1995 Annual	Certified Max Gross Wt.:	4400 lbs
Time Since Last Inspection:	304 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3751 Hrs	Engine Manufacturer:	Continental
ELT:	Not installed	Engine Model/Series:	IO-520-T
Registered Owner:	SLATER SPRAYING SERVICE, INC	Rated Power:	310 Horsepower
Operator:		Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	ROX ,1059 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	11:37 Local	Direction from Accident Site:	360°
Lowest Cloud Condition:	Scattered / 3100 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 7000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	15°C / 9°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	11:30 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

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:	48.839542,-95.76062(est)

Administrative Information

Investigator In Charge (IIC):	Silliman, James
Additional Participating Persons:	DAROLD BARROWMAN; MINNEAPOLIS , MN
Original Publish Date:	July 25, 1996
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=10255

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).