



Aviation Investigation Final Report

Location:	CIMARRON, Kansas	Accident Number:	CHI96LA261
Date & Time:	July 30, 1996, 07:35 Local	Registration:	N441Q
Aircraft:	Cessna 188B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

The pilot reported that he conducted a runup and initiated a takeoff to the south. Near the end of the takeoff run, he realized that he was 'not up to good speed' and 'the power indication was normal.' In his accident report, the pilot wrote that he was carrying a payload of 165 gallons of agricultural chemicals. The 'airplane appeared to be running normally at first, then lost partial power.' The airplane 'did not get airborne' and impacted a ditch at the end of the runway. The airplane sustained substantial damage to the landing gear and wings. A Federal Aviation Administration inspector reported that the pilot did not dump the payload. The airplane sustained substantial damage to the landing gear and wings. No evidence of preimpact malfunction was reported.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's failure to make a timely decision to abort the takeoff or dump the payload.

Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (F) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: OVERRUN

Phase of Operation: TAKEOFF - ROLL/RUN

Findings

2. (C) ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND

3. (C) LOAD JETTISON - NOT PERFORMED - PILOT IN COMMAND

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: TAKEOFF - ROLL/RUN

Findings

4. TERRAIN CONDITION - DITCH

Factual Information

On July 30, 1996, at 0735 central daylight time, a Cessna 188B, N441Q, operated by Aerial Sprayers, Inc., sustained substantial damage when it departed the end of the runway during takeoff at the Cimarron Municipal Airport, Cimarron, Kansas. The commercial pilot reported a loss of engine power during the takeoff roll. He reported no injuries. The local, aerial application flight was conducted under 14 CFR Part 137. Visual meteorological conditions prevailed and no flight plan was filed.

In a statement taken by a Federal Aviation Administration (FAA) Inspector, the pilot reported that he conducted a runup and initiated a takeoff to the south. Near the end of the takeoff run, he realized that he was "not up to good speed. He believed the power indication was normal." The inspector reported that the pilot did not dump the 165 gallon payload of agricultural chemicals .

In his written statement, the pilot reported the "airplane appeared to be running normally at first, then lost partial power." The airplane "did not get airborne" and impacted a ditch at the end of the runway. The airplane sustained substantial damage to the landing gear and wings.

The airplane was examined by an FAA inspector who reported no evidence of preimpact mechanical malfunction.

Pilot Information

Certificate:	Commercial	Age:	Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Center
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	March 4, 1996
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	5000 hours (Total, all aircraft), 2500 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N441Q
Model/Series:	188B 188B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	18800841
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	March 8, 1996 Annual	Certified Max Gross Wt.:	3300 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	5225 Hrs	Engine Manufacturer:	Continental
ELT:	Not installed	Engine Model/Series:	IO-520
Registered Owner:	AERIAL SPRAYERS, INC.	Rated Power:	280 Horsepower
Operator:		Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	IREG

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	GCK ,2889 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	06:50 Local	Direction from Accident Site:	280°
Lowest Cloud Condition:	Unknown	Visibility	20 miles
Lowest Ceiling:	Broken / 4700 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	70°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	19°C / 17°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(8K8)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	VFR
Departure Time:	00:00 Local	Type of Airspace:	Class E

Airport Information

Airport:	CIMMARON MUNICIPAL 8K8	Runway Surface Type:	Asphalt
Airport Elevation:	2752 ft msl	Runway Surface Condition:	Dry
Runway Used:	19	IFR Approach:	None
Runway Length/Width:	2750 ft / 40 ft	VFR Approach/Landing:	

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:	37.800277,-100.34011(est)

Administrative Information

Investigator In Charge (IIC):	Robbins, Wesley
Additional Participating Persons:	KATHLEEN I PERSON; WICHITA , KS
Original Publish Date:	August 29, 1997
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=10330

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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](#).