



Aviation Investigation Final Report

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|--------------------------------|---------------------------|-------------------------|-------------|
| Location: | OLIVIA, Minnesota | Accident Number: | CHI87DER08 |
| Date & Time: | July 8, 1987, 12:00 Local | Registration: | N9674J |
| Aircraft: | CESSNA T188C | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 1 None |
| Flight Conducted Under: | Part 137: Agricultural | | |

Analysis

DURING A 180 DEGREE TURN FROM COMPLETION OF A SPRAY SWATH THE AIRCRAFT BEGAN TO SINK. THE PILOT DUMPED HIS LOAD AND ADDED POWER, HOWEVER WAS UNABLE TO ARREST SINK. WHEN IT WAS OBVIOUS THAT IMPACT WITH THE GROUND WAS IMMINENT, THE PILOT REDUCED POWER AND INITIATED A LEFT TURN TO AVOID TREES. THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED, HOWEVER THE PILOT RECEIVED NO INJURIES.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: MANEUVERING - AERIAL APPLICATION

Findings

1. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. LOAD JETTISON - PERFORMED - PILOT IN COMMAND

Factual Information

Pilot Information

| | | | |
|----------------------------------|---|--|-------------------|
| Certificate: | Commercial | Age: | 39, Male |
| Airplane Rating(s): | Single-engine land; 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--w/ waivers/lim | Last FAA Medical Exam: | December 17, 1986 |
| Occupational Pilot: | Yes | Last Flight Review or Equivalent: | |
| Flight Time: | 5139 hours (Total, all aircraft), 2985 hours (Total, this make and model), 4740 hours (Pilot In Command, all aircraft), 132 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

| | | | |
|--------------------------------------|-----------------------------|---------------------------------------|-----------------|
| Aircraft Make: | CESSNA | Registration: | N9674J |
| Model/Series: | T188C T188C | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Restricted (Special) | Serial Number: | T18803834T |
| Landing Gear Type: | Tailwheel | Seats: | 1 |
| Date/Type of Last Inspection: | April 28, 1987 Annual | Certified Max Gross Wt.: | 4400 lbs |
| Time Since Last Inspection: | 111 Hrs | Engines: | 1 Reciprocating |
| Airframe Total Time: | 1478 Hrs | Engine Manufacturer: | CONTINENTAL |
| ELT: | Not installed | Engine Model/Series: | TSIO-520-T |
| Registered Owner: | DONNER AERIAL SPRAYING INC. | Rated Power: | 310 Horsepower |
| Operator: | | Operating Certificate(s) Held: | |
| Operator Does Business As: | | Operator Designator Code: | |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|--------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | | Distance from Accident Site: | |
| Observation Time: | | Direction from Accident Site: | |
| Lowest Cloud Condition: | Clear | Visibility | 20 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | 5 knots / 8 knots | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 45° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 29 inches Hg | Temperature/Dew Point: | 27°C / -18°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | | Type of Flight Plan Filed: | None |
| Destination: | | Type of Clearance: | None |
| Departure Time: | 00:00 Local | Type of Airspace: | Class G |

Airport Information

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

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|---------------------------|
| 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: | 44.770465,-94.989746(est) |

Administrative Information

Investigator In Charge (IIC): Johnson, William

Additional Participating Persons:

Original Publish Date: November 29, 1988

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=13589>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).