



# Aviation Investigation Final Report

<b>Location:</b>	PREU, Indiana	<b>Accident Number:</b>	CHI88DET04
<b>Date &amp; Time:</b>	August 6, 1988, 19:00 Local	<b>Registration:</b>	N5550G
<b>Aircraft:</b>	CESSNA A188B	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 137: Agricultural		

## Analysis

AERIAL APPLICATOR EXPERIENCED TOTAL FAILURE OF THROTTLE CABLE DURING APPLICATION SWATH RUN. AIRCRAFT RECEIVED SUBSTANTIAL DAMAGE WHEN PILOT EXECUTED FORCED LANDING IN ADJACENT CROP FIELD. AIRCRAFT AND ENGINE HAD RECEIVED ANNUAL INSPECTION 125 HOURS PRIOR TO FAILURE. POST ACC INVEST REVEALED THAT THE THROTTLE CABLE BROKE, ALLOWING THE ENGINE TO GO TO IDLE RPM. ACCORDING TO THE PLT, THE ENG ORIGINALLY HAD A SPRING, SLEEVE, AND BRACKET ASSY TO PROVIDE POWER IN CASE OF A CABLE FAILURE. THESE ITEMS WERE SUBSEQUENTLY REMOVED FROM THE ENG BY PERSONS UNKNOWN.

## Probable Cause and Findings

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

### Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation: MANEUVERING - AERIAL APPLICATION

#### Findings

1. (C) THROTTLE/POWER LEVER,CABLE - FAILURE,TOTAL
2. (F) MAINTENANCE,MODIFICATION - IMPROPER - UNKNOWN

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Occurrence #2: FORCED LANDING  
Phase of Operation: DESCENT - EMERGENCY

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - EMERGENCY

Findings

3. (F) TERRAIN CONDITION - CROP

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	43, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land	<b>Seat Occupied:</b>	Center
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Invalid Medical for flight	<b>Last FAA Medical Exam:</b>	September 19, 1986
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	8075 hours (Total, all aircraft), 3550 hours (Total, this make and model), 8025 hours (Pilot In Command, all aircraft), 58 hours (Last 90 days, all aircraft), 54 hours (Last 30 days, all aircraft), 8 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N5550G
<b>Model/Series:</b>	A188B A188B	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Restricted (Special)	<b>Serial Number:</b>	1881112
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	April 8, 1988 Annual	<b>Certified Max Gross Wt.:</b>	4000 lbs
<b>Time Since Last Inspection:</b>	125 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3134 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	IO-520
<b>Registered Owner:</b>	WAYNE ECK	<b>Rated Power:</b>	300 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	5 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	29°C
<b>Precipitation and Obscuration:</b>	N/A - None - Haze		
<b>Departure Point:</b>	KOKOMO , IN (OKK )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	00:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	Dirt
<b>Airport Elevation:</b>	0 ft msl	<b>Runway Surface Condition:</b>	Dry;Vegetation
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	0 ft / 0 ft	<b>VFR Approach/Landing:</b>	Forced landing;Straight-in

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	40.750877,-86.059501(est)

## Administrative Information

**Investigator In Charge (IIC):** Knipp, Roland

**Additional Participating Persons:** DELMAR L HEITER;

**Original Publish Date:** September 25, 1989

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.ntsb.gov/Docket?ProjectID=13902>

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