



Aviation Investigation Final Report

Location:	BLUFFS, Illinois	Accident Number:	CHI91DEV01
Date & Time:	May 30, 1991, 12:00 Local	Registration:	N4887Q
Aircraft:	CESSNA A188B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

THE PILOT COMMENCED HIS FOURTH TAKEOFF AT THE ACCIDENT LOCATION FOR AERIAL APPLICATION OF HERBICIDE. THE RUNWAY CONSISTED OF A CROWNED BLACKTOP ROAD, 25 FEET WIDE, FLANKED ON EITHER SIDE BY A DITCH 4 FEET DEEP. THE PILOT STATED THE AIRPLANE VEERED RIGHT AT 2 TO 3 FEET ABOVE GROUND AFTER LIFTOFF, THEN ROLLED TO INVERTED. GROUND SCARS OF THE RIGHT WINGTIP START AT THE ROAD EDGE AND ARE FOLLOWED BY MARKS OF THE MAIN GEAR AND PROP IN THE DITCH. THE AIRPLANE NOSED OVER IN A FIELD BEYOND. THE PILOT REPORTED NO MALFUNCTION, AND NONE WAS DISCOVERED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO MAINTAIN DIRECTIONAL CONTROL.

Findings

Occurrence #1: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID
Phase of Operation: TAKEOFF

Findings

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ROADWAY/HIGHWAY
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: TAKEOFF

Findings

3. TERRAIN CONDITION - DITCH

Factual Information

Pilot Information

Certificate:	Commercial	Age:	43, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Center
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--no waivers/lim.	Last FAA Medical Exam:	April 20, 1991
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	4500 hours (Total, all aircraft), 3700 hours (Total, this make and model), 4700 hours (Pilot In Command, all aircraft), 65 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N4887Q
Model/Series:	A188B A188B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	18802623T
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	January 25, 1991 100 hour	Certified Max Gross Wt.:	4200 lbs
Time Since Last Inspection:	40 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2700 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	I0-520-D23
Registered Owner:	BOB DAVIS FLYING SERVICE, INC.	Rated Power:	285 Horsepower
Operator:	BOB DAVIS FLYING SERVICE, INC.	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	DVSG

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	SPI ,597 ft msl	Distance from Accident Site:	35 Nautical Miles
Observation Time:	11:50 Local	Direction from Accident Site:	80°
Lowest Cloud Condition:	Scattered / 1900 ft AGL	Visibility	12 miles
Lowest Ceiling:	Broken / 25000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	16 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	28°C / 23°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	12:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	SEE NARRATIVE NONE	Runway Surface Type:	Asphalt
Airport Elevation:	700 ft msl	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	25 ft	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:	39.750812,-90.530296(est)

Administrative Information

Investigator In Charge (IIC): Atkins, Russell

Additional Participating Persons:

Original Publish Date: September 28, 1992

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=14861>

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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](#).