



Aviation Investigation Final Report

Location:	WALHALLA, North Dakota	Accident Number:	CHI91DTG04
Date & Time:	July 17, 1991, 10:30 Local	Registration:	N2093J
Aircraft:	CESSNA T188C	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

THE AGRICULTURAL SPRAYING OPERATION WAS BEING CONDUCTED OFF OF A HARD SURFACED COUNTY ROAD. IT BEGAN TO RAIN, SO PILOT LANDED ON ROAD TO WAIT FOR RAIN TO STOP. A THUNDERSTORM WAS APPROACHING FROM THE WEST AND THE WIND BEGAN TO INCREASE AND GET GUSTY. THE PILOT DECIDED TO TRY TO TAKEOFF TO THE WEST AND RETURN TO AIRPORT. THE CROSSWIND WAS FROM THE SOUTHWEST. ON TAKEOFF PILOT COULD NOT MAINTAIN DIRECTIONAL CONTROL. THE AIRCRAFT BECAME AIRBORNE, DRIFTED TO THE RIGHT, SETTLED INTO DITCH, AND NOSED OVER.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: INADEQUATE COMPENSATION FOR WIND CONDITIONS, AND FAILURE TO MAINTAIN DIRECTIONAL CONTROL. FACTORS RELATED TO THE ACCIDENT ARE GUSTY CROSSWIND CONDITIONS.

Findings

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

Findings

1. (F) WEATHER CONDITION - GUSTS
2. (F) WEATHER CONDITION - CROSSWIND

- 3. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
- 4. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Occurrence #3: NOSE OVER
Phase of Operation: OTHER

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	52, 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):	Airplane multi-engine; Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	December 20, 1990
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	10520 hours (Total, all aircraft), 6500 hours (Total, this make and model), 10400 hours (Pilot In Command, all aircraft), 235 hours (Last 90 days, all aircraft), 110 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N2093J
Model/Series:	T188C T188C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	03383T
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	February 4, 1991 Annual	Certified Max Gross Wt.:	4400 lbs
Time Since Last Inspection:	132 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2779 Hrs	Engine Manufacturer:	Continental
ELT:	Not installed	Engine Model/Series:	TSI0-520-RCT
Registered Owner:	HARDY AVAITION, INC.	Rated Power:	310 Horsepower
Operator:	HARDY AVAITION, INC.	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	LMSG

Meteorological Information and Flight Plan

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:	Scattered / 4500 ft AGL	Visibility	15 miles
Lowest Ceiling:	Broken / 25000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / 25 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	29°C / 17°C
Precipitation and Obscuration:	Light - None - Rain		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	10:30 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:	48.920124,-97.909538(est)

Administrative Information

Investigator In Charge (IIC):	Addison, Verl
Additional Participating Persons:	JOHN G VOLD; FARGO , ND
Original Publish Date:	January 25, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=14873

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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](#).