



Aviation Investigation Final Report

Location:	BATHGATE, North Dakota	Accident Number:	CHI91DTG05
Date & Time:	July 18, 1991, 20:30 Local	Registration:	N2056J
Aircraft:	CESSNA T188C	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

THE PILOT WAS TAKING OFF WITH FULL CHEMICAL AND FUEL LOAD TO INITIATE AN AGRICULTURAL APPLICATION. THE OUTSIDE AIR TEMPERATURE WAS 80 DEGREES F. THE AIRCRAFT BECAME AIRBORNE AT THE END OF THE AIRSTRIP, SETTLED AND DRAGGED A WING IN A WHEAT FIELD. THE AIRCRAFT IMPACTED IN THE WHEAT FIELD 600 FEET FROM THE DEPARTURE END OF THE RUNWAY.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A LOSS OF CONTROL INFLIGHT WHICH RESULTED IN A COLLISION WITH THE CROP.

Findings

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

Findings

1. TERRAIN CONDITION - CROP
2. (C) PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND
3. (C) STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

4. TERRAIN CONDITION - CROP

Factual Information

Pilot Information

Certificate:	Commercial	Age:	35, Male
Airplane Rating(s):	Single-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:	May 6, 1991
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	1500 hours (Total, all aircraft), 145 hours (Total, this make and model), 1450 hours (Pilot In Command, all aircraft), 127 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N2056J
Model/Series:	T188C T188C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	03346T
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	December 1, 1990 Annual	Certified Max Gross Wt.:	4400 lbs
Time Since Last Inspection:	45 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2170 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	TSIO-520-T1
Registered Owner:	WILLIAM CRAIG	Rated Power:	310 Horsepower
Operator:	CRAIG AIR SPRAY, INC.	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	PFDG

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:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	28 inches Hg	Temperature/Dew Point:	27°C / 16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	20:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	CRAIG (PRIVATE) 5ND3	Runway Surface Type:	Dirt
Airport Elevation:	800 ft msl	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	1600 ft / 60 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:	48.880905,-97.470726(est)

Administrative Information

Investigator In Charge (IIC): King, Wesley

Additional Participating Persons:

Original Publish Date: March 31, 1993

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=14874>

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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](#).