



Aviation Investigation Final Report

Location:	VALLEY CITY, North Dakota	Accident Number:	DEN87DTG01
Date & Time:	August 4, 1987, 11:00 Local	Registration:	N3530Q
Aircraft:	CESSNA 188	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

THE PLT RPRTD THE ENG LOST PWR DRG A SWATH RUN & THE ACFT WAS DMGD DRG A FORCED LNDG IN A FIELD OF MATURE SUNFLOWERS. AN EXAM OF THE ACFT REVEALED THAT BOTH FUEL TANKS & THE GASCOLATER CONTAINED FUEL. SUBSEQUENTLY, THE ENG WAS STARTED AT THE ACDNT SITE & IT RAN NORMALLY TO 1000 RPM, BUT WAS NOT OPERATED AT A HIGHER RPM DUE TO A BENT PROP. THE OWNER- OPERATOR RPRTD THAT ON PREVIOUS OCCASIONS, FUEL FED FROM THE LEFT FUEL TANK FASTER THAN FROM THE RIGHT, WHEN THE FUEL SELECTOR WAS IN THE ON POSITION. ALSO, HE RPRTD THAT ON PREVIOUS OCCASIONS, THE BLADDER LINERS OF THE FUEL TANKS WERE FOUND TO BE UNSNAPPED & APPEARED TO HAVE COLLAPSED; BUT RPRTDLY, NO ACTION WAS TAKEN OTHER THAN TO REATTACH THE BLADDERS.

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(TOTAL) - MECH FAILURE/MALF
Phase of Operation: MANEUVERING - AERIAL APPLICATION

Findings

1. (C) FUEL SYSTEM, VENT - BLOCKED(PARTIAL)

2. (C) MAINTENANCE - INADEQUATE

3. (C) FLUID,FUEL - STARVATION

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

4. (F) TERRAIN CONDITION - CROP

Factual Information

Pilot Information

Certificate:	Commercial	Age:	42, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
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 19, 1987
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	4000 hours (Total, all aircraft), 500 hours (Total, this make and model), 3950 hours (Pilot In Command, all aircraft), 200 hours (Last 90 days, all aircraft), 100 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N3530Q
Model/Series:	188 188	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	188-0480
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	October 3, 1986 Annual	Certified Max Gross Wt.:	4000 lbs
Time Since Last Inspection:	240 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2731 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Not installed	Engine Model/Series:	IO-520
Registered Owner:	SINNESS, LON E.	Rated Power:	300 Horsepower
Operator:	LON E. SINNESS	Operating Certificate(s) Held:	
Operator Does Business As:	SKY TRACTOR APPLICATORS	Operator Designator Code:	SKTG

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	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	27°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	DAZEY , ND	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	10:45 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:	Forced landing

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:	46.92065,-98.000404(est)

Administrative Information

Investigator In Charge (IIC): Addison, Verl

Additional Participating Persons: GOERGEN D OTTO;

Original Publish Date: October 25, 1988

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=17068>

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](#).