



Aviation Investigation Final Report

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|--------------------------------|---------------------------------|-------------------------|-------------|
| Location: | SUNLAND PARK, New Mexico | Accident Number: | DEN89LA213 |
| Date & Time: | September 10, 1989, 11:30 Local | Registration: | N9342R |
| Aircraft: | CESSNA 188B | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 1 None |
| Flight Conducted Under: | Part 137: Agricultural | | |

Analysis

THE COMMERCIAL PLT WAS APPLYING FERTILIZER TO A COTTON FIELD. HE REPORTED THAT DURING A TURN FROM A SWATH RUN, 'THE ENGINE GAVE A SLIGHT RPM INCREASE THEN IT LOST POWER THROUGH THE PROPELLER.' THE PLT SAID HE '... PUSHED THE THROTTLE, MIXTURE AND PROPELLER CONTROLS FULL FORWARD, BUT THE ACFT DID NOT RESPOND.' HE SAID THE ENGINE CONTINUED TO RUN, BUT THE PLANE LOST AIRSPEED. THE PLT WAS ABLE TO DUMP THE REMAINING FERTILIZER BEFORE IMPACT. AT TOUCHDOWN, THE PLANE NOSED OVER, THE PROPELLER SEPARATED FROM THE ENGINE, THE RIGHT WING WAS SEVERED AND THE FUSELAGE WAS DAMAGED. THE PLANE CAME TO REST INVERTED. AN INVESTIGATION FAILED TO REVEAL ANY EVIDENCE TO EXPLAIN THE REPORTED LOSS OF PROPELLER THRUST.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: UNDETERMINED. A FACTOR RELATED TO THE ACCIDENT WAS THE CROP IN THE EMERGENCY LANDING AREA.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: MANEUVERING - AERIAL APPLICATION

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: NOSE OVER

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

2. (F) TERRAIN CONDITION - CROP

Factual Information

Pilot Information

| | | | |
|----------------------------------|---|--|-------------------|
| Certificate: | Commercial | Age: | 38, 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): | None | Toxicology Performed: | No |
| Medical Certification: | Class 2 Valid Medical--no waivers/lim. | Last FAA Medical Exam: | November 14, 1988 |
| Occupational Pilot: | Yes | Last Flight Review or Equivalent: | |
| Flight Time: | 5247 hours (Total, all aircraft), 1700 hours (Total, this make and model), 5010 hours (Pilot In Command, all aircraft), 299 hours (Last 90 days, all aircraft), 102 hours (Last 30 days, all aircraft), 8 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|-------------------------|---------------------------------------|-----------------|
| Aircraft Make: | CESSNA | Registration: | N9342R |
| Model/Series: | 188B 188B | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Restricted (Special) | Serial Number: | 188022471 |
| Landing Gear Type: | Tailwheel | Seats: | 1 |
| Date/Type of Last Inspection: | November 1, 1988 Annual | Certified Max Gross Wt.: | 4200 lbs |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | 3200 Hrs | Engine Manufacturer: | CONTINENTAL |
| ELT: | Not installed | Engine Model/Series: | IO-520-D |
| Registered Owner: | MARC OSMAN | Rated Power: | 300 Horsepower |
| Operator: | OSMAN, MARC C. | Operating Certificate(s) Held: | |
| Operator Does Business As: | | Operator Designator Code: | |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|----------|
| 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 | 20 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | 3 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 150° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | | Temperature/Dew Point: | 26°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | SANTA TERESA , NM (5T6) | Type of Flight Plan Filed: | None |
| Destination: | | Type of Clearance: | None |
| Departure Time: | 11:15 Local | Type of Airspace: | Class G |

Airport Information

| | | | |
|-----------------------------|------|----------------------------------|----------------|
| Airport: | NONE | 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

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|----------------------------|--------|-----------------------------|----------------------------|
| 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: | 31.790287,-106.570144(est) |

Administrative Information

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|--|---|
| Investigator In Charge (IIC): | Collins, Robert |
| Additional Participating Persons: | MANUAL LOPEZ; ALBUQUERQUE , NM |
| Original Publish Date: | July 29, 1992 |
| Last Revision Date: | |
| Investigation Class: | Class |
| Note: | |
| Investigation Docket: | https://data.ntsb.gov/Docket?ProjectID=17780 |

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