



Aviation Investigation Final Report

Location:	FT.POLK, Louisiana	Accident Number:	FTW87DRD02
Date & Time:	December 28, 1986, 13:00 Local	Registration:	N49220
Aircraft:	CESSNA A-188-B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

EXAMINATION REVEALED THE TAIL WHEEL ASSEMBLY WAS BADLY WORN AND ITS SPACERS WERE MISSING, CAUSING THE SWIVEL MECHANISM TO LOCK IN THE OFF CENTER POSITION. THE AIRCRAFT LANDED ON A NARROW ROAD. IT VEERED SLIGHTLY UPON TAIL WHEEL CONTACT AND WENT OFF THE SHOULDER OF THE ROADWAY WHERE THE RIGHT WING CONTACTED A PINE TREE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

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

Findings

1. (C) LANDING GEAR, TAILWHEEL - FAILURE, PARTIAL
 2. (F) MAINTENANCE, ANNUAL INSPECTION - INADEQUATE - COMPANY MAINTENANCE PERSONNEL
-

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

3. (F) OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Commercial	Age:	53, Male
Airplane Rating(s):	Multi-engine land	Seat Occupied:	Front
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-w/ waivers/lim	Last FAA Medical Exam:	August 23, 1986
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	2637 hours (Total, all aircraft), 24 hours (Total, this make and model), 2399 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N49220
Model/Series:	A-188-B A-188-B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	18802657T
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	December 16, 1986 Annual	Certified Max Gross Wt.:	3800 lbs
Time Since Last Inspection:	10 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1600 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Not installed	Engine Model/Series:	IO-520-D
Registered Owner:	WILLIAM MCGRAW	Rated Power:	300 Horsepower
Operator:	SOUTHWING AVIATION	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	AEX ,280 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	12:46 Local	Direction from Accident Site:	105°
Lowest Cloud Condition:	Scattered / 5000 ft AGL	Visibility	6 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	8°C / 2°C
Precipitation and Obscuration:	N/A - None - Haze		
Departure Point:	LECOMPTE , LA (LA22)	Type of Flight Plan Filed:	VFR
Destination:	FT. POLK , LA	Type of Clearance:	None
Departure Time:	14:45 Local	Type of Airspace:	Class G

Airport Information

Airport:	FORT POLK POE	Runway Surface Type:	Asphalt
Airport Elevation:	280 ft msl	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	2800 ft	VFR Approach/Landing:	Full stop

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:	31.049516,-93.219352(est)

Administrative Information

Investigator In Charge (IIC): Abel, John

Additional Participating Persons: ROBERT TALMADGE;

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=22196>

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](#).