



# Aviation Investigation Final Report

<b>Location:</b>	NEW TAITON, Texas	<b>Accident Number:</b>	FTW87FA151
<b>Date &amp; Time:</b>	June 17, 1987, 13:45 Local	<b>Registration:</b>	N731XQ
<b>Aircraft:</b>	CESSNA A188B	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	Part 137: Agricultural		

## Analysis

ACFT WAS OBSERVED DEPARTING ON RWY 35 OF A 4,250' PVT AG STRIP AFTER HAVING BEEN LOADED TO NEAR CAPACITY WITH 46% NITROGEN FERTILIZER. ACFT LIFTED OFF, CROSSED A FENCE PARALLEL TO THE RWY AND STRUCK A FENCE THAT WAS PERPENDICULAR TO THE NORTH END OF THE RWY. AFTER STRIKING THE FENCE, ACFT SETTLED TO THE GRND IN AN ADJACENT PASTURE. THE ACFT'S RT WING STRUCK AND RODE UP OVER A LAND PLANE. THE ACFT SUBSEQUENTLY STRUCK A SERIES OF RICE HARROWS THAT WERE SUPPORTED BY A BARREL, FLIPPED OVER AND SLID TO A STOP INVERTED. PLT RECEIVED SERIOUS HEAD AND NECK INJURIES. HIS SHOULDER HARNESS SUPPORT MOUNT SEPARATED AND EXHIBITED EXTENSIVE CORROSION. EVIDENCE INDICATED THAT CORROSION HAD BEEN PREVIOUSLY TREATED. DATA INDICATED THAT THE ACFT DEPARTED WITH A 11 KNOT TAIL WIND ON GRASS STRIP WHICH INCREASED THE T/O ROLL BY 65% OR APPROX 1,000 TO 2,235'. PLT INITIATED DUMPING AFTER LIFT OFF AT MID-FIELD.

## Probable Cause and Findings

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

### Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) OBJECT - FENCE
2. (C) LIFT-OFF - PREMATURE - PILOT IN COMMAND
3. (F) WEATHER CONDITION - TAILWIND
4. LOAD JETTISON - INITIATED
5. (C) WRONG RUNWAY - SELECTED - PILOT IN COMMAND

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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

6. (F) OBJECT - VEHICLE

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Occurrence #3: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation: OTHER

Findings

7. (F) MISC EQPT/FURNISHINGS, SHOULDER HARNESS - SEPARATION
8. (F) MISC EQPT/FURNISHINGS, SHOULDER HARNESS - CORRODED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	41, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Center
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	March 23, 1987
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	4868 hours (Total, all aircraft), 3148 hours (Total, this make and model), 4800 hours (Pilot In Command, all aircraft), 175 hours (Last 90 days, all aircraft), 60 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N731XQ
<b>Model/Series:</b>	A188B A188B	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Restricted (Special)	<b>Serial Number:</b>	18803241T
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	February 1, 1987 Annual	<b>Certified Max Gross Wt.:</b>	4200 lbs
<b>Time Since Last Inspection:</b>	175 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2953 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	IO 520D
<b>Registered Owner:</b>	EL CAMPO METRO AIRPORT	<b>Rated Power:</b>	300 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	VCT ,115 ft msl	<b>Distance from Accident Site:</b>	50 Nautical Miles
<b>Observation Time:</b>	13:53 Local	<b>Direction from Accident Site:</b>	225°
<b>Lowest Cloud Condition:</b>	Scattered / 3500 ft AGL	<b>Visibility</b>	7 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	11 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	170°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	33°C / 24°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	NEW TAITON , TX (NONE)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	13:45 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	PRIVATE STRIP	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	130 ft msl	<b>Runway Surface Condition:</b>	Wet
<b>Runway Used:</b>	35	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	4250 ft / 50 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Serious	<b>Latitude, Longitude:</b>	29.189437,-96.269134(est)

## Administrative Information

**Investigator In Charge (IIC):** Wandel, Warren

**Additional Participating Persons:** JIMMY STAHL; HOUSTON , TX  
JAMES T MORAN; DALLAS , TX

**Original Publish Date:** February 14, 1989

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=22254>

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