



Aviation Investigation Final Report

Location:	VEGA, Texas	Accident Number:	FTW89DQG04
Date & Time:	June 26, 1989, 14:00 Local	Registration:	N4956Q
Aircraft:	CESSNA A188B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

THE PILOT HAD OBSERVED ADVERSE WEATHER CONDITIONS (WHIRLWINDS) IN THE AREA, BUT DUE TO THICK VEGETATION ON THE AIRPORT, HE WAS NOT AWARE THAT THESE CONDITIONS EXISTED FOR HIS TAKEOFF. HE STATED THAT HE ENCOUNTERED THIS ENVIRONMENT AT LOW AIRSPEED AT LIFTOFF. SUBSEQUENTLY, HE LOST CONTROL OF THE AIRCRAFT & THE LEFT WING TIP HIT THE GROUND, THEN THE ACFT CARTWHEELED & WAS DAMAGED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE UNFAVORABLE WIND CONDITION (PROBABLE WHIRLWIND OR SEVERE WIND SHEAR) THAT WAS ENCOUNTERED MOMENTS AFTER LIFT-OFF.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) WEATHER CONDITION - UNFAVORABLE WIND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: TAKEOFF

Factual Information

Pilot Information

Certificate:	Commercial	Age:	65, 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-w/ waivers/lim	Last FAA Medical Exam:	June 17, 1987
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	13000 hours (Total, all aircraft), 700 hours (Total, this make and model), 13000 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N4956Q
Model/Series:	A188B A188B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	188026907
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	March 16, 1989 Annual	Certified Max Gross Wt.:	3300 lbs
Time Since Last Inspection:	20 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1421 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Not installed	Engine Model/Series:	O-470-S
Registered Owner:	RON J. DEWEES	Rated Power:	300 Horsepower
Operator:		Operating Certificate(s) Held:	
Operator Does Business As:	CAPROCK FLYING SERVICE	Operator Designator Code:	CPKG

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:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	26°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(E52)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	14:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	OLDHAM COUNTY E52	Runway Surface Type:	Asphalt
Airport Elevation:	3995 ft msl	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	4200 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:	35.150093,-102.220405(est)

Administrative Information

Investigator In Charge (IIC):	Moore, Roger
Additional Participating Persons:	ROGER T WALKER; LUBBOCK , TX
Original Publish Date:	June 10, 1991
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=22710

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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](#).