



Aviation Investigation Final Report

Location:	MULDOON, Texas	Accident Number:	FTW90DRA01
Date & Time:	November 27, 1989, 17:07 Local	Registration:	N4090J
Aircraft:	CESSNA A188B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 137: Agricultural		

Analysis

EN ROUTE TO AN AERIAL APPLICATION SITE, THE PILOT EXPERIENCED A LOSS OF POWER. DURING A FORCED LANDING, THE AIRPLANE COLLIDED WITH TREES. AN INVESTIGATION REVEALED WATER IN A FUEL LINE TO THE ENGINE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A TOTAL POWER LOSS DUE TO WATER CONTAMINATION IN THE FUEL. A FACTOR WAS THE PILOT'S INADEQUATE PREFLIGHT INSPECTION.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: CRUISE - NORMAL

Findings

1. FLUID,FUEL - CONTAMINATION
2. (C) FLUID,FUEL - WATER
3. (F) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: LANDING

Findings

4. OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Commercial	Age:	59, Male
Airplane Rating(s):	Single-engine land; 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:	July 21, 1988
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	7720 hours (Total, all aircraft), 5000 hours (Total, this make and model), 25 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N4090J
Model/Series:	A188B A188B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	18803720T
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	November 23, 1989 Annual	Certified Max Gross Wt.:	4200 lbs
Time Since Last Inspection:	6 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1023 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Not installed	Engine Model/Series:	IO-520-D
Registered Owner:	WILLIAM W. CHERRY	Rated Power:	300 Horsepower
Operator:		Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	KGAG

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	7 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:	24°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	MULDOON , TX (NONE)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	17:05 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

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	29.809936,-97.060005(est)

Administrative Information

Investigator In Charge (IIC): Paduh, Ronald

Additional Participating Persons: PAUL F ALLEN; HOUSTON , TX
JOHNNY F FRANK; HOUSTON , TX

Original Publish Date: September 9, 1992

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=22968>

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](#).