



Aviation Investigation Final Report

Location:	CLARKSBURG, California	Accident Number:	LAX83LA142
Date & Time:	March 16, 1983, 10:30 Local	Registration:	N9957J
Aircraft:	CESSNA T188C	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

ACCORDING TO THE PLT, HE WAS TAKING OFF FROM A NARROW GRAVEL STRIP WITH A X-WIND WHEN HE ENCOUNTER A STRONG GUST. REPORTEDLY, HE LOST CONTROL WHEN THE ACFT WAS ABOUT 1 FT AGL & THE RIGHT MAIN WHEEL HIT A DITCH. SUBSEQUENTLY, THE ACFT WAS SPUN AROUND & WAS DAMAGED. THE PILOT ESTIMATED THAT THE WIND WAS GUSTING TO 35 KTS.

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 - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. (F) WEATHER CONDITION - CROSSWIND
 3. (F) WEATHER CONDITION - GUSTS
 4. (F) COMPENSATION FOR WIND CONDITIONS - NOT POSSIBLE - PILOT IN COMMAND
-

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

5. (F) TERRAIN CONDITION - DITCH

Factual Information

Pilot Information

Certificate:	Commercial	Age:	41, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	November 29, 1982
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	4193 hours (Total, all aircraft), 2000 hours (Total, this make and model), 174 hours (Last 90 days, all aircraft), 12 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N9957J
Model/Series:	T188C T188C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	T18803886T
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	4400 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	289 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Not installed	Engine Model/Series:	TIO-520
Registered Owner:	ALEXANDER AG FLYING SERVICE	Rated Power:	300 Horsepower
Operator:		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:	SAC ,72 ft msl	Distance from Accident Site:	5 Nautical Miles
Observation Time:	10:53 Local	Direction from Accident Site:	330°
Lowest Cloud Condition:	Scattered / 5000 ft AGL	Visibility	5 miles
Lowest Ceiling:	Broken / 10000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / 35 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	12°C / 8°C
Precipitation and Obscuration:	N/A - None - Haze		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	AG STRIP	Runway Surface Type:	Gravel
Airport Elevation:	10 ft msl	Runway Surface Condition:	Dry
Runway Used:	5	IFR Approach:	
Runway Length/Width:	3000 ft	VFR Approach/Landing:	

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:	38.369312,-121.580513(est)

Administrative Information

Investigator In Charge (IIC): Pyatt, M.

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=23643>

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](#).