



Aviation Investigation Final Report

Location:	MODESTO, California	Accident Number:	LAX83LA466
Date & Time:	April 15, 1983, 14:50 Local	Registration:	N9961J
Aircraft:	CESSNA 188B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

THE ACFT COLLIDED WITH A FENCE DURING TAKEOFF AND PULLED THE TAILWHEEL OUT OF THE EMPENNAGE. THE PLT SAID THE DUMP VALVE FAILED TO WORK OR 'STRUCK' SO HE COULD NOT JETTISON THE LOAD. HE FELT THE NEED TO 'DUMP' WHEN THE ACFT HIT A 'SOFTSPOT' IN THE GRAVEL AND DIRT RWY WHICH WAS SOFT AND MUDDY IN SPOTS. THE ACFT WAS LOADED WITH 20 GALLONS OF FUEL AND 170 GALLONS OF CHEMICALS. AFTER THE COLLISION THE PLT MANEUVERED BACK TO THE RWY AND LANDED WITHOUT FURTHER MISHAP.

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) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND
3. (F) AERIAL APPLICATION EQUIPMENT - BINDING(MECHANICAL)
4. (C) LOAD JETTISON - NOT POSSIBLE - PILOT IN COMMAND
5. (F) TERRAIN CONDITION - SOFT

Occurrence #2: TAIL GEAR COLLAPSED
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings
6. (F) LANDING GEAR, TAILWHEEL ASSEMBLY - SEPARATION

Factual Information

Pilot Information

Certificate:	Commercial	Age:	46, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Unknown Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	November 19, 1983
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	5350 hours (Total, all aircraft), 4492 hours (Pilot In Command, all aircraft), 155 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N9961J
Model/Series:	188B 188B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	18803890T
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	January 18, 1983 Annual	Certified Max Gross Wt.:	4200 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	88 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Not installed	Engine Model/Series:	IO-520-D
Registered Owner:	BILL YANDELL	Rated Power:	300 Horsepower
Operator:	MY RANCH FLYING SEVICE	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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	25 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:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	14:49 Local	Type of Airspace:	Class G

Airport Information

Airport:	YANDELL RANCH	Runway Surface Type:	Gravel
Airport Elevation:	100 ft msl	Runway Surface Condition:	Dry
Runway Used:	28	IFR Approach:	None
Runway Length/Width:	2640 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:	37.629222,-121.010917(est)

Administrative Information

Investigator In Charge (IIC): Pollack, Wayne

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=23869>

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](#).