



Aviation Investigation Final Report

Location:	CORCORAN, California	Accident Number:	LAX92LA142
Date & Time:	March 13, 1992, 16:33 Local	Registration:	N53241
Aircraft:	CESSNA A188B	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

ACCORDING TO STATEMENTS FROM BOTH THE PILOT AND HIS GROUND LOADER, THE AIRCRAFT WAS ON THE TAKEOFF GROUND ROLL WHEN A SUDDEN 90 DEGREE CROSSWIND GUST CAUSED THE PILOT TO MOMENTARILY LOOSE DIRECTIONAL CONTROL. THE PILOT RECOVERED CONTROL AND CONTINUED THE TAKEOFF. IMMEDIATELY AFTER LIFT OFF, A SECOND AND STRONGER CROSSWIND GUST BEGAN PUSHING THE AIRCRAFT TO THE RIGHT INTO A LINE OF TELEPHONE POLES PARALLEL TO THE RUNWAY. THE PILOT SAID HE ATTEMPTED TO DUMP THE LOAD OF CHEMICALS IN ORDER TO CLEAR THE POLES BUT THE MECHANISM MOMENTARILY JAMMED AND THE LOAD DID NOT TOTALLY JETTISON. THE RIGHT WING OF THE AIRCRAFT COLLIDED WITH A TELEPHONE POLE, SHEARING IT OFF. THE AIRCRAFT THEN CRASHED INTO AN ADJACENT SANTA FE RAILROAD RIGHT OF WAY. THE PILOT ESTIMATED THAT THE STEADY STATE CROSSWIND COMPONENT WAS 10 KNOTS WITH GUSTS TO 20 KNOTS. CESSNA AIRCRAFT ESTIMATED THAT THE MAXIMUM CROSSWIND COMPONENT CAPABILITY OF THE AIRCRAFT WAS 13 KNOTS. THE ACCIDENT FLIGHT WAS THE THIRD LOAD OF THE DAY.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE AIRCRAFT'S ENCOUNTER DURING THE TAKEOFF WITH A CROSSWIND GUST BEYOND THE CAPABILITY OF THE AIRCRAFT.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) WEATHER CONDITION - CROSSWIND
2. (C) WEATHER CONDITION - GUSTS
3. (C) AIRCRAFT PERFORMANCE, TAKEOFF CAPABILITY - EXCEEDED
4. (C) FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

5. OBJECT - UTILITY POLE
6. WING - SEPARATION

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Commercial	Age:	34, 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:	April 22, 1991
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	1540 hours (Total, all aircraft), 200 hours (Total, this make and model), 1500 hours (Pilot In Command, all aircraft), 50 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N53241
Model/Series:	A188B A188B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	18801704
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	September 23, 1991 Annual	Certified Max Gross Wt.:	4000 lbs
Time Since Last Inspection:	126 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3350 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Not installed	Engine Model/Series:	IO-520-D-23
Registered Owner:	GERALD & MARJORIE DIVINE	Rated Power:	285 Horsepower
Operator:	DIVINE AERIAL APPLICATORS	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	QDVG

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	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	16:32 Local	Type of Airspace:	Class G

Airport Information

Airport:	PVT RANCH AIRSTRIP NONE	Runway Surface Type:	Asphalt
Airport Elevation:	195 ft msl	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	4000 ft / 30 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	36.069629,-119.52919(est)

Administrative Information

Investigator In Charge (IIC):	Rich, Jeff
Additional Participating Persons:	GREGORY J MINARIK; FRESNO , CA
Original Publish Date:	August 13, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=27575

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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](#).