



Aviation Investigation Final Report

Location:	HOLLANDALE, Mississippi	Accident Number:	MIA89LA182
Date & Time:	July 2, 1989, 17:00 Local	Registration:	N3775J
Aircraft:	CESSNA T188C	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

WHILE RETURNING TO THE ARPT AFTER A SPRAYING OPN, A REDUCTION OF ENG POWER OCCURRED. SUBSEQUENTLY, THE PLT LANDED THE ACFT IN A RICE PADDY AND IT NOSED OVER. AN EXAM OF THE ENG REVEALED THAT THE TURBOCHARGER IMPELLER RETAINING NUT HAD COME LOOSE, WHICH RESULTED IN DAMAGE TO THE TURBOCHARGER. THE PLT STATED THE ENG QUIT PRODUCING POWER & HE WAS FORCED TO LAND IN A FLOODED RICE FIELD.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FAILURE OF THE TURBOCHARGER DUE TO AN IMPROPERLY INSTALLED RETAINING NUT. THE SOFT/WET TERRAIN WAS A CONTRIBUTING FACTOR.

Findings

Occurrence #1: LOSS OF ENGINE POWER

Phase of Operation: CRUISE

Findings

1. (C) EXHAUST SYSTEM, TURBOCHARGER - FAILURE, TOTAL
2. (C) MAINTENANCE, INSTALLATION - IMPROPER - OTHER MAINTENANCE PERSONNEL

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: NOSE OVER
Phase of Operation: LANDING

Findings

- 3. (F) TERRAIN CONDITION - WET
- 4. (F) TERRAIN CONDITION - SOFT

Factual Information

Pilot Information

Certificate:	Commercial	Age:	33, 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:	August 23, 1988
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	2742 hours (Total, all aircraft), 1500 hours (Total, this make and model), 2742 hours (Pilot In Command, all aircraft), 125 hours (Last 90 days, all aircraft), 75 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N3775J
Model/Series:	T188C T188C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	03669T
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2500 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:		Engine Model/Series:	TSIO-520
Registered Owner:	DWIGHT K RUDDER	Rated Power:	310 Horsepower
Operator:	HOLLANDALE FLYING SERVICE	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:	GRW ,89 ft msl	Distance from Accident Site:	27 Nautical Miles
Observation Time:	16:55 Local	Direction from Accident Site:	230°
Lowest Cloud Condition:	Scattered / 3500 ft AGL	Visibility	30 miles
Lowest Ceiling:	Broken / 15000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	110°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	29°C / 23°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	HOLLENDALE , MS (14M)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	16:30 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:	0 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	Forced 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:	33.170959,-90.849418(est)

Administrative Information

Investigator In Charge (IIC):	Alston, Andrew
Additional Participating Persons:	ROBERT HOKE; JACKSON , MS
Original Publish Date:	September 5, 1990
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=32450

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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](#).