



Aviation Investigation Final Report

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|--------------------------------|--------------------------------|-------------------------|-------------|
| Location: | KLEMME, Iowa | Accident Number: | MKC83LA210 |
| Date & Time: | September 2, 1983, 09:30 Local | Registration: | N9921G |
| Aircraft: | CESSNA 188A | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 1 None |
| Flight Conducted Under: | Part 137: Agricultural | | |

Analysis

THE ACFT INADVERTENTLY DESCENDED INTO THE TOPS OF A CORN CROP WHILE DISPENSING SMOKE IN PREPARATION FOR SPRAYING. THE INDUCED DRAG SLOWED THE ACFT AND IT LANDED HARD. THE PLT STATED HE DIVERTED HIS HIS ATTN TO THE SPRAY NOZZLES.

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 TERRAIN/WATER
Phase of Operation: MANEUVERING - AERIAL APPLICATION

Findings

1. (F) TERRAIN CONDITION - CROP
2. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
3. (C) DIVERTED ATTENTION - PILOT IN COMMAND
4. (C) CLEARANCE - MISJUDGED - PILOT IN COMMAND

Factual Information

Pilot Information

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|----------------------------------|--|--|---------------|
| Certificate: | Commercial | Age: | 34, Male |
| Airplane Rating(s): | Single-engine land | Seat Occupied: | Center |
| Other Aircraft Rating(s): | | Restraint Used: | |
| Instrument Rating(s): | Airplane | Second Pilot Present: | No |
| Instructor Rating(s): | | Toxicology Performed: | No |
| Medical Certification: | Class 2 Valid Medical-w/ waivers/lim | Last FAA Medical Exam: | April 1, 1983 |
| Occupational Pilot: | Yes | Last Flight Review or Equivalent: | |
| Flight Time: | 1550 hours (Total, all aircraft), 200 hours (Total, this make and model), 1402 hours (Pilot In Command, all aircraft), 200 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--------------------------------|---------------------------------------|-----------------|
| Aircraft Make: | CESSNA | Registration: | N9921G |
| Model/Series: | 188A 188A | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Restricted (Special) | Serial Number: | 18800721 |
| Landing Gear Type: | Tailwheel | Seats: | 1 |
| Date/Type of Last Inspection: | December 8, 1982 Annual | Certified Max Gross Wt.: | 3300 lbs |
| Time Since Last Inspection: | 882 Hrs | Engines: | 1 Reciprocating |
| Airframe Total Time: | 2925 Hrs | Engine Manufacturer: | LYCOMING |
| ELT: | Not installed | Engine Model/Series: | IO-520-D |
| Registered Owner: | HAMPTON FLYING SERVICE, INC | Rated Power: | 300 Horsepower |
| Operator: | | Operating Certificate(s) Held: | |
| Operator Does Business As: | | Operator Designator Code: | |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|----------|
| 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: | 8 knots / 10 knots | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 240° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | | Temperature/Dew Point: | 27°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| 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: | KLEMME,IA | Runway Surface Type: | |
| Airport Elevation: | | Runway Surface Condition: | |
| Runway Used: | 0 | IFR Approach: | None |
| Runway Length/Width: | | VFR Approach/Landing: | None |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|---------------------------|
| 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: | 42.999443,-93.599075(est) |

Administrative Information

Investigator In Charge (IIC): Thorpe, C.

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=33482>

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](#).