



Aviation Investigation Final Report

Location:	CATRON, Missouri	Accident Number:	MKC83LA218
Date & Time:	September 8, 1983, 11:45 Local	Registration:	N4889Q
Aircraft:	CESSNA 188B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

THE ACFT WENT OUT OF CONTROL DURING THE TAKEOFF ROLL FROM A FARM FIELD. THE PLT STATES THAT AS THE ROLL BEGAN THE LEFT WING STARTED TO DROP AND THE ACFT BEGAN TURNING LEFT. THE PLT TRIED TO CORRECT WITH RIGHT BRAKE BUT WAS UNABLE TO MAKE A CORRECTION. THE LEFT WING MADE GROUND CONTACT AND THE PLT CUT THE POWER AND SLIDE TO A STOP. AN EXAMINATION BY FAA SHOWED THAT AN ATTACH BOLT HAD SHEARED, THE STRUT ABOVE THE WHEEL BROKE AND THE LEFT WHEEL SEPARATED FROM THE ACFT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (C) LANDING GEAR,MAIN GEAR ATTACHMENT - FAILURE,TOTAL
2. (F) TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: TAKEOFF - ROLL/RUN

Findings

- 3. (C) DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
- 4. (C) GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #3: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID
Phase of Operation: TAKEOFF - ROLL/RUN

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	44, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Center
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Helicopter; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	March 8, 1983
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	14000 hours (Total, all aircraft), 3000 hours (Total, this make and model), 13850 hours (Pilot In Command, all aircraft), 150 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N4889Q
Model/Series:	188B 188B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	18802625T
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	April 10, 1983 Annual	Certified Max Gross Wt.:	3300 lbs
Time Since Last Inspection:	175 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1233 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	IO-520-D
Registered Owner:	FARMERS AG 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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	29°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	11:45 Local	Type of Airspace:	Class G

Airport Information

Airport:	CATRON	Runway Surface Type:	Grass/turf
Airport Elevation:	300 ft msl	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

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:	36.609622,-89.700691(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.ntsb.gov/Docket?ProjectID=33487>

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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](#).