



Aviation Investigation Final Report

Location:	DYERSVILLE, Iowa	Accident Number:	MKC84LA193
Date & Time:	July 1, 1984, 18:00 Local	Registration:	N9857V
Aircraft:	CESSNA 188	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

THE ACFT WAS OVER MAX GROSS WT BY APRX 147 LBS AND EXCEEDED THE FWD CG LIMIT WITH A 1200 LB CHEMICAL LOAD. DURING THE INITIAL CLIMB AT 50-100 FT AGL THE ACFT COULD NOT MAINTAIN FLYING SPEED, STALLED, AND ENTERED AN UNCONTROLLED DESCENT. THE ACFT IMPACTED ABOUT 300 YDS FROM THE END OF THE RWY IN AN OAT FIELD. NO EFFORT WAS MADE TO DUMP THE CHEM LOAD.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
 2. (C) AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
 3. (F) STALL - INADVERTENT - PILOT IN COMMAND
 4. LOAD JETTISON - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

5. TERRAIN CONDITION - OPEN FIELD

Factual Information

Pilot Information

Certificate:	Commercial	Age:	26, 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--no waivers/lim.	Last FAA Medical Exam:	February 1, 1984
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	400 hours (Total, all aircraft), 120 hours (Total, this make and model), 400 hours (Pilot In Command, all aircraft), 200 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N9857V
Model/Series:	188 188	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	1880107
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	May 4, 1984 Annual	Certified Max Gross Wt.:	3300 lbs
Time Since Last Inspection:	119 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2214 Hrs	Engine Manufacturer:	Continental
ELT:	Not installed	Engine Model/Series:	IO-520-D
Registered Owner:	OSMAN J. ALIBASIC AERIAL APPL.	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:	DBQ ,1076 ft msl	Distance from Accident Site:	18 Nautical Miles
Observation Time:	18:55 Local	Direction from Accident Site:	105°
Lowest Cloud Condition:	Scattered / 3500 ft AGL	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	27°C / 14°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	DYERSVILLE , IA	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	17:55 Local	Type of Airspace:	Class G

Airport Information

Airport:	DYERSVILLE	Runway Surface Type:	Dirt
Airport Elevation:	950 ft msl	Runway Surface Condition:	Vegetation
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	Straight-in

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:	42.480155,-91.109306(est)

Administrative Information

Investigator In Charge (IIC):	Thorpe, Clint
Additional Participating Persons:	R. E NELSON; DES MOINES , IA
Original Publish Date:	
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=33726

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](#).