



Aviation Investigation Final Report

Location:	MEADE, Kansas	Accident Number:	MKC85LA193
Date & Time:	August 22, 1985, 14:30 Local	Registration:	N731SM
Aircraft:	CESSNA A188B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 137: Agricultural		

Analysis

THE PLT REPORTED THAT WHEN HE ATTEMPTED TO CLIMB AT THE END OF A SWATH RUN THE ACFT BEGAN TO MUSH. THE ACFT WAS OVER TALL CORN AND DESPITE THE USE OF FULL POWER IT WOULD NOT CLIMB. THE ACFT FLEW ABOUT ONE MILE IN THE SEMI-STALLED CONDITION AND THEN BEGAN TO SETTLE. THE PLT SAID HE ATTEMPTED TO DUMP THE CHEMICAL LOAD BUT THE ACFT SETTLED INTO THE CORN AND CRASHED. DENSITY ALT AT THE TIME OF THE ACCIDENT WAS CALCULATED TO BE 4800 FT.

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: MANEUVERING - AERIAL APPLICATION

- Findings
1. (F) WEATHER CONDITION - HIGH DENSITY ALTITUDE
 2. (C) STALL/MUSH - INADVERTENT - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Airline transport; Commercial; Flight instructor	Age:	66, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	September 10, 1984
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	9852 hours (Total, all aircraft), 1000 hours (Total, this make and model), 150 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N731SM
Model/Series:	A188B A188B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	18803119
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	February 7, 1985 Annual	Certified Max Gross Wt.:	4000 lbs
Time Since Last Inspection:	175 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1114 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Not installed	Engine Model/Series:	IO-520-D
Registered Owner:	JAY OTTO BORTH	Rated Power:	300 Horsepower
Operator:		Operating Certificate(s) Held:	
Operator Does Business As:	JOB SPRAYERS,INC.	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	DDC ,2594 ft msl	Distance from Accident Site:	30 Nautical Miles
Observation Time:	13:50 Local	Direction from Accident Site:	50°
Lowest Cloud Condition:	Clear	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	14 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	30°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	28°C / 20°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	14:15 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	Dirt
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry;Rough;Soft;Vegetation
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	37.280788,-100.330284(est)

Administrative Information

Investigator In Charge (IIC): Johnson, Robert

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=34013>

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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](#).