



Aviation Investigation Final Report

Location:	YORK, Nebraska	Accident Number:	MKC88LA143
Date & Time:	July 30, 1988, 19:45 Local	Registration:	N21779
Aircraft:	CESSNA 188	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

EN ROUTE TO PERFORM AN AERIAL APPLICATION OPERATION, THE PLT SAID HE EXPERIENCED A PARTIAL POWER LOSS FOLLOWED BY COMPLETE POWER FAILURE. HE ATTEMPTED AN EMERGENCY LDG IN A FARM CORNFIELD, SUBSTANTIALLY DAMAGING THE ACFT. AN ON SCENE INVESTIGATION BY THE FAA REVEALED MINIMUM FUEL QUANTITIES. THE ENGINE WAS REMOVED BY THE FAA, AND AFTER ADDING FUEL, THE ENGINE STARTED AFTER FIVE REVOLUTIONS AND RAN NORMALLY.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation: CRUISE

Findings

1. (C) FLUID,FUEL - EXHAUSTION
 2. (C) REFUELING - NOT CORRECTED - PILOT IN COMMAND
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Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING

Findings

3. (F) TERRAIN CONDITION - NONE SUITABLE

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	48, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	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 1, 1987
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	24000 hours (Total, all aircraft), 5000 hours (Total, this make and model), 23900 hours (Pilot In Command, all aircraft), 250 hours (Last 90 days, all aircraft), 75 hours (Last 30 days, all aircraft), 10 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N21779
Model/Series:	188 188	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	18801029
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	December 30, 1987 Annual	Certified Max Gross Wt.:	3800 lbs
Time Since Last Inspection:	154 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2620 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Not installed	Engine Model/Series:	O-470-R
Registered Owner:	BAIR, JEROME D.	Rated Power:	230 Horsepower
Operator:	JEROME D. BAIR	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	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	19:40 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	Dirt
Airport Elevation:	1650 ft msl	Runway Surface Condition:	Dry;Vegetation
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:	40.870075,-97.590019(est)

Administrative Information

Investigator In Charge (IIC): Hruban, John

Additional Participating Persons: JAMES SAZAMA;

Original Publish Date: August 8, 1989

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=34618>

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](#).