



Aviation Investigation Final Report

Location:	GRYGLA, Minnesota	Accident Number:	MKC89LA140
Date & Time:	June 23, 1989, 20:30 Local	Registration:	N4724R
Aircraft:	CESSNA 188B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

THE COMMERCIAL PILOT SAID HE HAD USED THIS PVT STRIP ON THREE PREVIOUS OCCASIONS, AND THAT ON THE DAY OF THE ACCIDENT, HE HAD ALREADY DISPENSED ABOUT 14 LOADS. ALSO, HE SAID THAT THE WIND HAD BECOME CALM, WHEREAS ON PREVIOUS TAKEOFFS, THERE WAS AN EXISTING WIND. SHORTLY AFTER TAKEOFF, THE ACFT CONTACTED TALL GRASS AT THE DEPARTURE END OF THE STRIP. A SPRAY BOOM CAUGHT THE TALL GRASS, THEN THE ACFT SPUN AROUND AND WAS DAMAGED. THE PLT BELIEVED THAT IF THE GRASS AT THE END OF THE STRIP HAD BEEN MOWED, THE ACCIDENT WOULD NOT HAVE HAPPENED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: INADEQUATE PREFLIGHT PLANNING AND PREPARATION BY THE PILOT. TALL GRASS (HIGH VEGETATION) AT THE END OF THE STRIP WAS A CONTRIBUTING FACTOR.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: TAKEOFF

Findings

1. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. (F) TERRAIN CONDITION - HIGH VEGETATION

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	44, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	September 9, 1988
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	3230 hours (Total, all aircraft), 310 hours (Total, this make and model), 3099 hours (Pilot In Command, all aircraft), 180 hours (Last 90 days, all aircraft), 100 hours (Last 30 days, all aircraft), 8 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N4724R
Model/Series:	188B 188B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	18802306T
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	April 29, 1989 Annual	Certified Max Gross Wt.:	4200 lbs
Time Since Last Inspection:	135 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3651 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Not installed	Engine Model/Series:	IO-520-D
Registered Owner:	HOLTE, JAMES K	Rated Power:	300 Horsepower
Operator:	HOLTE, JAMES K	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:	TVF ,1116 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	19:59 Local	Direction from Accident Site:	240°
Lowest Cloud Condition:	Scattered / 5000 ft AGL	Visibility	15 miles
Lowest Ceiling:	Broken / 8000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	22°C / 12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	20:29 Local	Type of Airspace:	Class G

Airport Information

Airport:	PRIVATE STRIP	Runway Surface Type:	Grass/turf
Airport Elevation:	1180 ft msl	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	2650 ft / 100 ft	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:	48.289093,-95.61016(est)

Administrative Information

Investigator In Charge (IIC): Hruban, John

Additional Participating Persons: O T FRAMPTON;

Original Publish Date: April 19, 1990

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=34815>

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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](#).