



Aviation Investigation Final Report

Location:	COVINGTON, Tennessee	Accident Number:	ATL95LA002
Date & Time:	October 1, 1994, 17:00 Local	Registration:	N731PS
Aircraft:	CESSNA 188	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 137: Agricultural		

Analysis

THE PILOT OVERSHOT THE CENTERLINE OF THE PREPARED RUNWAY AND LANDED IN THE GRASS ADJACENT TO THE RUNWAY. DURING THE LANDING ROLL THE AIRPLANE GROUNDLOOPEED, BREAKING OFF THE RIGHT MAIN LANDING GEAR, AND DRAGGING THE WING ON THE GROUND. HE REPORTED THAT THE RUDDER HAD NOT RESPONDED TO HIS ATTEMPTS TO CORRECT THE OVERSHOOT. AN INSPECTION OF THE RUDDER SYSTEM SHOWED THAT IT WAS FUNCTIONAL. THE BRAKE PAD WAS NOT EXCESSIVELY WORN, AND THE SEVERED WHEEL BRAKE LINE DID NOT EXHIBIT ANY PRE-IMPACT DAMAGE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain directional control during landing.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2: MAIN GEAR COLLAPSED

Phase of Operation: LANDING - ROLL

Findings

3. LANDING GEAR,MAIN GEAR - OVERLOAD

Occurrence #3: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID

Phase of Operation: LANDING - ROLL

Factual Information

On October 1, 1994, about 1700 central daylight time, a Cessna 188, N731PS, groundlooped during the landing roll at Covington, Tennessee. The airplane was operated by Baker Flying Service under the provisions of 14 CFR Part 137, and visual flight rules. Visual meteorological conditions prevailed. A flight plan was not filed for the aerial application flight. There were serious injuries to the commercial pilot, and the airplane was substantially damaged. Origination of the flight was Covington, Tennessee, about 1615.

The pilot reported that the airplane veered left during the landing and that the right rudder pedal and brake did not operate to oppose the divergent ground path. An inspector from the Tennessee Flight Standards District Office, Memphis, Tennessee, spoke with the pilot, and examined the accident site and the airplane, after the accident. He reported that the pilot said he was attempting to land on the runway, and overshot it. The airplane landed in the grass beside the runway. Tire tracks showed a normal landing roll, until about the last 700 feet where the tracks showed the airplane veered left, then entered a skid, breaking off the right main landing gear at the attachment point. The right wing then, struck the ground. According to the inspector, the rudder pedal, rudder cable, and rudder functioned. The brake pad did not exhibit excessive wear and the hydraulic line did not exhibit any pre-impact failure.

Pilot Information

Certificate:	Airline transport; Commercial; Foreign; Student	Age:	47, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; None	Seat Occupied:	Center
Other Aircraft Rating(s):	Airship; None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	Helicopter; None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	December 16, 1993
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	3696 hours (Total, all aircraft), 1627 hours (Total, this make and model), 200 hours (Last 90 days, all aircraft), 80 hours (Last 30 days, all aircraft), 9 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N731PS
Model/Series:	188 188	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Transport; Restricted (Special)	Serial Number:	18803053
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	March 17, 1994 Annual	Certified Max Gross Wt.:	4000 lbs
Time Since Last Inspection:	242 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4551 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Not installed	Engine Model/Series:	IO-520-D(26)
Registered Owner:	BEN BAKER	Rated Power:	300 Horsepower
Operator:	BAKER FLYING SERVICE	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	ZEFG

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	NQA ,320 ft msl	Distance from Accident Site:	19 Nautical Miles
Observation Time:	16:50 Local	Direction from Accident Site:	210°
Lowest Cloud Condition:	Scattered / 10000 ft AGL	Visibility	7 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	30°C / 15°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(M04)	Type of Flight Plan Filed:	None
Destination:	(M04)	Type of Clearance:	IFR;None;VFLF
Departure Time:	16:15 Local	Type of Airspace:	Class G

Airport Information

Airport:	COVINGTON MUNICIPAL M04	Runway Surface Type:	Asphalt
Airport Elevation:	300 ft msl	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	Practice;None
Runway Length/Width:	5000 ft / 100 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	35.560199,-89.640792(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Preston
Additional Participating Persons:	GEARY HURST; MEMPHIS , TN
Original Publish Date:	May 4, 1995
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=3491

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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](#).