



Aviation Investigation Final Report

Location:	FELTON, Delaware	Accident Number:	NYC92LA167
Date & Time:	August 18, 1992, 18:30 Local	Registration:	N6664G
Aircraft:	CESSNA A188A	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Aerial application		

Analysis

THE CESSNA A188A AG WAGON WAS DEPARTING A 3000 FOOT SOFT AND WET SOD STRIP WITH 900 POUNDS OF SEED FOR A SPRAY MISSION. THE AIRPLANE WAS SLOW TO ACCELERATE. THE PILOT FELT HE WAS COMMITTED TO THE TAKEOFF DURING THE DEPARTURE ROLL DUE TO INSUFFICIENT RUNWAY REMAINING. THE AIRPLANE IMPACTED THE TREES ON THE DEPARTURE END OF THE RUNWAY 50 FEET ABOVE THE GROUND. THE LEFT WING REMAINED IN THE TREES, THE FUSELAGE WITH THE RIGHT WING FELL TO THE GROUND.

Probable Cause and Findings

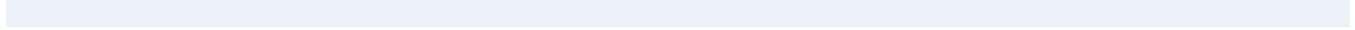
The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO ABORT THE TAKEOFF AT A TIMELY POINT WHICH RESULTED IN AN INADEQUATE CLIMB RATE AN A COLLISION WITH TREES.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. OBJECT - TREE(S)
2. (F) TERRAIN CONDITION - SOFT
3. (C) ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND



Factual Information

Pilot Information

Certificate:	Commercial	Age:	52, 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:	January 8, 1992
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	2200 hours (Total, all aircraft), 200 hours (Total, this make and model), 2200 hours (Pilot In Command, all aircraft), 17 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N6664G
Model/Series:	A188A A188A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1880121LT
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	June 8, 1992 Annual	Certified Max Gross Wt.:	3300 lbs
Time Since Last Inspection:	20 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3162 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Not installed	Engine Model/Series:	IO-520-D
Registered Owner:	JOHN H. BROWN	Rated Power:	300 Horsepower
Operator:	JOHN H. BROWN	Operating Certificate(s) Held:	None
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	
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	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:	GOLDSBORO , MD	Type of Clearance:	None
Departure Time:	18:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	DAVE HRUPSA NONE	Runway Surface Type:	Grass/turf
Airport Elevation:	25 ft msl	Runway Surface Condition:	Soft;Wet
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	3000 ft / 70 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	38.999294,-75.569213(est)

Administrative Information

Investigator In Charge (IIC): Hancock, Robert

Additional Participating Persons: JESSE KERN; PHILADELPHIA , PA

Original Publish Date: June 21, 1993

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=37210>

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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](#).