



# Aviation Investigation Final Report

<b>Location:</b>	ABERDEEN, Mississippi	<b>Accident Number:</b>	MIA95LA185
<b>Date &amp; Time:</b>	July 17, 1995, 07:20 Local	<b>Registration:</b>	N731NP
<b>Aircraft:</b>	CESSNA A188B	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 137: Agricultural		

## Analysis

THE PILOT STARTED THE ENGINE AND TAXIED THE AIRCRAFT TO THE CHEMICAL LOADING AREA TO PREPARE FOR FLIGHT. HE LEFT THE ENGINE RUNNING AND EXITED THE AIRCRAFT TO FILL THE AIRCRAFT'S CHEMICAL TANK. WHILE PREPARING TO FILL THE CHEMICAL TANK HE HEARD THE AIRCRAFT'S ENGINE INCREASE IN RPM. THE AIRCRAFT BEGAN TO MOVE WITHOUT ANYONE AT THE CONTROLS. BEFORE HE COULD CATCH THE AIRCRAFT IT COLLIDED WITH A DITCH AND CAME TO REST. POSTACCIDENT EXAMINATION SHOWED THE THROTTLE CABLE HAD BROKEN. ACCORDING TO THE OPERATOR THE THROTTLE ARM ON THE CARBURETOR IS SPRING LOADED TO THE FULL THROTTLE POSITION.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE OPERATOR'S AND PILOT'S PROCEDURE OF LEAVING THE AIRCRAFT UNATTENDED WITH THE ENGINE RUNNING WHILE LOADING AGRICULTURAL CHEMICALS INTO THE AIRCRAFT. THIS RESULTED IN THE AIRCRAFT MOVING UNATTENDED AND COLLIDING WITH A DITCH. CONTRIBUTING TO THE ACCIDENT WAS THE INADEQUATE MAINTENANCE INSPECTION OF THE THROTTLE CABLE RESULTING IN FAILURE OF THE WORN CABLE.

## Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation: STANDING - ENGINE(S) OPERATING

Findings

1. (F) THROTTLE/POWER LEVER,CABLE - WORN
2. (F) MAINTENANCE,INSPECTION - INADEQUATE - COMPANY MAINTENANCE PERSONNEL
3. (C) AIRCRAFT UNATTENDED/ENGINE(S) RUNNING - PERFORMED - PILOT IN COMMAND
4. (C) PROCEDURE INADEQUATE - COMPANY/OPERATOR MANAGEMENT
5. (F) THROTTLE/POWER LEVER,CABLE - DISCONNECTED

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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: OTHER

Findings

6. TERRAIN CONDITION - DITCH

## Factual Information

On July 17, 1995, about 0720 central daylight time, a Cessna A188B, N731NP, registered to Kimmel Aviation, Inc., collided with a ditch while moving with no one on board at Aberdeen, Mississippi, while on a 14 CFR Part 137 aerial application flight. Visual meteorological conditions prevailed at the time and no flight plan was filed. The aircraft received substantial damage and the commercial-rated pilot, who was not onboard at the time, was not injured. The flight was preparing for departure at the time of the accident.

The pilot stated he started the engine and taxied to the chemical loading area. While the engine was left idling he placed the loading hose in the aircraft's hopper. He got off of the aircraft to start the chemical pump. The engine suddenly began to increase in rpm and the aircraft started to move. He attempted to catch the airplane but could not. The aircraft collided with a ditch and came to rest. Postcrash examination revealed the throttle cable had broken. According to the operator the throttle arm on the carburetor is spring loaded to the full throttle position.

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	30, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	May 9, 1995
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	4008 hours (Total, all aircraft), 3652 hours (Total, this make and model), 70 hours (Last 90 days, all aircraft), 70 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N731NP
<b>Model/Series:</b>	A188B A188B	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Restricted (Special)	<b>Serial Number:</b>	18803027T
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	April 7, 1995 Annual	<b>Certified Max Gross Wt.:</b>	4400 lbs
<b>Time Since Last Inspection:</b>	83 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	4777 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	IO-520-D
<b>Registered Owner:</b>	KIMMEL AVIATION, INC.	<b>Rated Power:</b>	300 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	LUVG

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	CBM ,219 ft msl	<b>Distance from Accident Site:</b>	15 Nautical Miles
<b>Observation Time:</b>	07:55 Local	<b>Direction from Accident Site:</b>	180°
<b>Lowest Cloud Condition:</b>	Scattered / 2000 ft AGL	<b>Visibility</b>	7 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	6 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	280°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	28°C / 23°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	(M40 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	00:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	MONROE COUNTY M40	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>	226 ft msl	<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	33.820114,-88.55043(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Kennedy, Jeffrey
<b>Additional Participating Persons:</b>	MELVIN R ATHEY; JACKSON , MS
<b>Original Publish Date:</b>	August 31, 1995
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=37802">https://data.nts.gov/Docket?ProjectID=37802</a>

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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](#).