



Aviation Investigation Final Report

Location:	PASCO, Washington	Accident Number:	SEA84LA152
Date & Time:	June 28, 1984, 12:00 Local	Registration:	N1964J
Aircraft:	CESSNA T188C	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

WHILE TAXIING TO TAKEOFF, THE RIGHT MAIN GEAR GOT INTO SOFT TERRAIN OFF THE RIGHT EDGE TO THE RWY. THIS PULLED THE ACFT TO THE RIGHT & THE RIGHT WING STRUCK AN EMBANKMENT. THE RIGHT MAIN GEAR COLLAPSED & THE RIGHT WING WAS BUCKLED.

Probable Cause and Findings

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

Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: TAXI - TO TAKEOFF

Findings

1. (C) PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
2. (F) TERRAIN CONDITION - SOFT
3. (F) TERRAIN CONDITION - DIRT BANK/RISING EMBANKMENT

Occurrence #2: MAIN GEAR COLLAPSED
Phase of Operation: TAXI - TO TAKEOFF

Findings

4. LANDING GEAR,MAIN GEAR - OVERLOAD

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	35, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Center
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-w/ waivers/lim	Last FAA Medical Exam:	March 3, 1984
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	3053 hours (Total, all aircraft), 120 hours (Total, this make and model), 3053 hours (Pilot In Command, all aircraft), 120 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N1964J
Model/Series:	T188C T188C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	T18803307T
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	February 15, 1984 Annual	Certified Max Gross Wt.:	4400 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2425 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:		Engine Model/Series:	TSIO-520-T
Registered Owner:	B AND R AERIAL CROP CARE, INC.	Rated Power:	310 Horsepower
Operator:	COLUMBIA AERIAL AG SERVICE	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:	Dawn
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	30 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	24°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		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:	46.410556,-118.899436(est)

Administrative Information

Investigator In Charge (IIC):	Carrera, Candace
Additional Participating Persons:	DAVE LEHMAN; SPOKANE , WA
Original Publish Date:	
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=39953

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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](#).