



Aviation Investigation Final Report

Location:	MARION, Montana	Accident Number:	SEA93LA171
Date & Time:	August 7, 1993, 20:30 Local	Registration:	N9802V
Aircraft:	CESSNA 188	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

THE PILOT INITIATED A TAKEOFF FROM HIS PRIVATE GRASS AIRSTRIP, CLIMBED TO ABOUT 6 FEET, AND THE AIRCRAFT STALLED/MUSHED INTO THE GROUND OFF THE END OF THE AIRSTRIP. THE DENSITY ALTITUDE WAS COMPUTED TO BE 5510 FT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PREMATURE LIFTOFF FOR TAKEOFF BY THE PILOT AND THE INADVERTANT STALL/MUSH. A FACTOR RELATING TO THE ACCIDENT WAS THE HIGH DENSITY ALTITUDE.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) LIFT-OFF - PREMATURE - PILOT IN COMMAND
2. (C) STALL/MUSH - INADVERTENT - PILOT IN COMMAND
3. (F) WEATHER CONDITION - HIGH DENSITY ALTITUDE

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

On Saturday evening, August 7, 1993, at 2030 mountain daylight time, a Cessna C-188, N9802V, operated by the pilot, impacted terrain at the Campbell Ranch Airstrip, Marion, Montana, during takeoff. There was no flight plan filed for the local aerial application flight that was conducted under 14 CFR 137 in visual meteorological conditions. The commercial certificated pilot was not injured in the accident. The aircraft was substantially damaged. There was no fire. The pilot reported that while on initial climb after takeoff from his private airstrip on runway 10, the aircraft stalled/mushed after it cleared saw horses at the end of the strip, descended and impacted terrain off the end of the strip. He said the wind socks on the strip indicated the wind was calm at the time of the accident. The surface aviation weather observation taken at Glacier International Airport, located 35 miles northeast of the Campbell Ranch Airstrip, at 1953, was recorded as clear skies, visibility 50 miles, altimeter 29.68 inches Hg., temperature 75 degrees F., dew point 43 degrees F., wind 240 degrees at 7 knots. The density altitude was computed to be 5510 feet.

Pilot Information

Certificate:	Commercial	Age:	32, 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:	April 26, 1993
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	911 hours (Total, all aircraft), 358 hours (Total, this make and model), 743 hours (Pilot In Command, all aircraft), 240 hours (Last 90 days, all aircraft), 109 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N9802V
Model/Series:	188 188	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	1880052
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	April 7, 1993 Annual	Certified Max Gross Wt.:	3800 lbs
Time Since Last Inspection:	90 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2623 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:		Engine Model/Series:	O-470-R
Registered Owner:	PAUL SCHAMBER	Rated Power:	230 Horsepower
Operator:	CAMPBELL, MICHAEL R.	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	M2CG

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	FCA ,2972 ft msl	Distance from Accident Site:	35 Nautical Miles
Observation Time:	19:53 Local	Direction from Accident Site:	36°
Lowest Cloud Condition:	Clear	Visibility	50 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	24°C / 6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	20:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	CAMPBELL RANCH AIRSTRIP MT88	Runway Surface Type:	Grass/turf
Airport Elevation:	3360 ft msl	Runway Surface Condition:	Dry
Runway Used:	10	IFR Approach:	None
Runway Length/Width:	1900 ft / 50 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:	48.109691,-114.790367(est)

Administrative Information

Investigator In Charge (IIC):	Mangum, Prentiss
Additional Participating Persons:	MIKE MORRISON; HELENA , MT
Original Publish Date:	August 1, 1994
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=41744

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).