



Aviation Investigation Final Report

Location:	ROCKFORD, Washington	Accident Number:	SEA93LA218
Date & Time:	July 12, 1993, 14:00 Local	Registration:	N5858G
Aircraft:	CESSNA A188B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

A WITNESS REPORTED THAT THE PILOT STATED THAT DURING THE LANDING ROLL, THE WING CAUGHT IN THE TALL GRASS AND THE TAILWHEEL COLLIDED WITH A GOPHER HOLE AND SEPARATED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT FAILED TO MAINTAIN ALIGNMENT WITH THE LANDING AREA. A FACTOR TO THE ACCIDENT WAS: HIGH VEGETATION.

Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (F) TERRAIN CONDITION - HIGH VEGETATION
2. (C) PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

On or about July 12, 1993, at 1400 Pacific daylight time, a Cessna A188B, N5858G, collided with the terrain during the landing roll near Rockford, Washington. Visual meteorological conditions prevailed at the time and no flight plan was filed for the local aerial application flight. The airplane was substantially damaged and the private pilot was not injured.

The accident was not reported until March 18, 1994, when a Federal Aviation Administration Inspector in Spokane, Washington, received a call from a witness who reported that the accident occurred sometime between June 1993 and August 1993. During a telephone interview, the witness reported that the pilot entered his workshop and the pilot stated that he damaged the airplane. The witness accompanied the pilot to the airstrip and helped the pilot move the airplane into a hangar. The pilot stated to the witness that during landing, the wing caught in tall grass and that the tailwheel separated when it collided with a gopher hole.

The witness stated that one wing was damaged, the tail section was "torn up" and the fuselage behind the cockpit was "tweaked."

A Federal Aviation Administration Inspector at Spokane, stated that he saw the airplane when it was being repaired, but did not realize that it had not been reported.

During a telephone interview, the mechanic who performed repairs on the airplane stated that he performed a major repair and alteration to the empennage of the airplane, but did not know how the airplane was damaged.

To this date, the National Transportation Safety Board has not been notified, by the pilot, that the accident occurred. The pilot's attorney reports that the pilot denies that there was an accident or other occurrence which would require reporting under Part 830. The date and time of the accident were arbitrarily selected for the purpose of this report.

Pilot Information

Certificate:	Private	Age:	42, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Front
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 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	May 25, 1993
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1400 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N5858G
Model/Series:	A188B A188B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	18801157
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3300 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:		Engine Model/Series:	O-470
Registered Owner:	DSM FLYING	Rated Power:	230 Horsepower
Operator:	DASHIELL, PAUL T.	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Unknown	Condition of Light:	Not reported
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
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:	Dirt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	

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:	47.479354,-117.140365(est)

Administrative Information

Investigator In Charge (IIC):	Eckrote, Debra
Additional Participating Persons:	TEX GASTON; SPOKANE , WA
Original Publish Date:	October 20, 1994
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=41783

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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](#).