



Aviation Investigation Final Report

Location:	LINCOLN, Kansas	Accident Number:	CHI99LA152
Date & Time:	May 16, 1999, 11:00 Local	Registration:	N9275R
Aircraft:	Cessna A188B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

While on the takeoff roll the pilot realized that the airplane, '...might not fly.' The pilot reported that he dumped his chemical load and the airplane began to liftoff. The pilot stated that as the airplane began to depart the runway surface, it struck a stone fence post at the end of the runway with the right main gear. He said that he then reduced the power, touched down in a pasture, and skidded to a stop. The pilot reported the condition of the grass runway was soft and wet, with the height of the grass about 6 inches. The pilot reported that the humidity was high and that there was light fog at the time of the accident. A weather observation station, located 29 nautical miles to the southeast of the accident site, reported winds were 200-degrees magnetic at 18 knots, temperature 79-degrees Fahrenheit, and a dew point temperature of 68-degrees Fahrenheit. The pilot indicated in his written report to the NTSB that there were no preimpact mechanical problems with the airplane.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the altitude/clearance not obtained by the pilot and the unsuitable takeoff area selected by the pilot. Factors to the accident were the high, soft, and wet grass runway.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (C) ALTITUDE/CLEARANCE - NOT OBTAINED - PILOT IN COMMAND
2. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND
3. (F) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - HIGH VEGETATION
4. (F) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SOFT
5. (F) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - WET

Factual Information

On May 16, 1999, at 1100 central daylight time, a Cessna A188B, N9275R, piloted by a commercial pilot, sustained substantial damage after an on-ground collision with a stone fence post that was off the departure end of runway 33 (2,700 feet by 370 feet, wet/grass) at the Lincoln Municipal Airport, Lincoln, Kansas. Visual meteorological conditions prevailed at the time of the accident. The aerial application flight was operating under the provisions of 14 CFR Part 137 and was not on a flight plan. The pilot reported no injuries. The local flight was originating at the time of the accident.

According to the pilot's written statement, while he was on the takeoff roll he realized that the airplane, "...might not fly." The pilot reported that he dumped his chemical load and the aircraft began to liftoff. The pilot stated that as the aircraft began to depart the runway surface it struck a stone fence post at the end of the runway with the right main gear. The pilot reported that he then reduced the power, touched down in a pasture, and skidded to a stop.

The pilot reported the condition of the grass runway was soft and wet with the height of the grass approximated at 6 inches. The pilot reported that the humidity was "High" and that there was "Light Fog" at the time of the accident. A weather observation station, located 29 nautical miles to the southeast of the accident site, reported winds at 200-degrees magnetic at 18 knots, temperature 79-degrees Fahrenheit, and a dew point of 68-degrees Fahrenheit.

The pilot reported that the airplane was loaded with 54 gallons of fuel and 135 gallons of agricultural chemical. According to a Federal Aviation Administration (FAA) inspector statement, the aircraft was found to be within the manufacture's maximum allowable gross weight limitations.

During a Federal Aviation Administration inspection of the wreckage, it was discovered that the pressure fuel line was leaking fuel through the braiding approximately 6 inches from its end. The plastic protective sleeve surrounding the braided line was found to be stained. The pressure fuel line had been in service for an estimated period of 1,000 flight hours over a period of 5 years.

Pilot Information

Certificate:	Commercial	Age:	27, 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):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	February 9, 1999
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	2490 hours (Total, all aircraft), 2000 hours (Total, this make and model), 2400 hours (Pilot In Command, all aircraft), 70 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N9275R
Model/Series:	A188B A188B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	18802203T
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	January 12, 1999 Annual	Certified Max Gross Wt.:	4200 lbs
Time Since Last Inspection:	40 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	5130 Hrs	Engine Manufacturer:	Continental
ELT:	Not installed	Engine Model/Series:	IO-520D
Registered Owner:	CLAY ASHLEY HARING	Rated Power:	300 Horsepower
Operator:		Operating Certificate(s) Held:	
Operator Does Business As:	POST ROCK AVIATION	Operator Designator Code:	H8CG

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	SLN ,1273 ft msl	Distance from Accident Site:	29 Nautical Miles
Observation Time:	10:53 Local	Direction from Accident Site:	123°
Lowest Cloud Condition:	Scattered / 2800 ft AGL	Visibility	7 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	18 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	26°C / 20°C
Precipitation and Obscuration:	N/A - None - Haze		
Departure Point:	(K71)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	11:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	LINCOLN MUNICIPAL AIRPORT K71	Runway Surface Type:	Grass/turf
Airport Elevation:	1400 ft msl	Runway Surface Condition:	Soft;Wet
Runway Used:	33	IFR Approach:	None
Runway Length/Width:	2700 ft / 370 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:	39.039848,-98.140365(est)

Administrative Information

Investigator In Charge (IIC):	Fox, Andrew
Additional Participating Persons:	EARLINE BILES; WICHITA , KS
Original Publish Date:	June 22, 2000
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=46544

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](#).