



Aviation Investigation Final Report

Location:	BELZONI, Mississippi	Accident Number:	MIA00LA197
Date & Time:	July 1, 2000, 16:00 Local	Registration:	N53208
Aircraft:	Cessna A188B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

The pilot stated he landed to refuel and reload chemical. While the chemicals were being loaded, he was distracted by talking to the customer he was spraying for. He forgot to refuel. At takeoff, the left fuel gauge showed empty and the right fuel gauge showed 1/4 to 1/2. After flying to the field, 4 miles from the airport, and making two swath runs, the engine surged. He turned toward the field for a landing and the engine regained power, surged again, and quit. He made a pancaked landing in the field. Postcrash examination of the airplane by an FAA inspector showed the airplane contained no usable fuel.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to refuel prior to departure resulting in loss of engine power due to fuel exhaustion.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: MANEUVERING - AERIAL APPLICATION

Findings

1. (C) REFUELING - NOT PERFORMED - PILOT IN COMMAND
2. FLUID,FUEL - EXHAUSTION

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

3. TERRAIN CONDITION - CROP

Factual Information

On July 1, 2000, about 1600 central daylight time, a Cessna A188B, N53208, registered to and operated by CPS Flying Service, Inc., crashed while making a forced landing following loss of engine power, while on a Title 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 was not injured. The flight originated from Belzoni, Mississippi, the same day, about 1550.

The pilot stated he landed at 1540, after an aerial application flight to reload chemicals and refuel the aircraft. He parked at the loading area and as the chemicals were being loaded, he talked with the customer about what fields were to be sprayed next. After chemical loading was finished he taxied for takeoff, without realizing that he had not refueled the aircraft. At takeoff, the left fuel tank gauge showed empty and the right fuel tank gauge showed 1/4 to 1/2 full. He departed about 1550. After arriving over the field, which was about 4 miles from the airport, he completed two swath runs. As he pulled up out of the field on the third swath run, the engine surged. He turned to the left to set up for a landing in the field. The engine regained power and then surged and quit. The aircraft pancaked into the field and the landing gear folded. The aircraft slid about 100 feet and came to rest.

Postcrash examination of the aircraft by an FAA inspector showed the aircraft's fuel tanks contained no usable fuel.

Pilot Information

Certificate:	Commercial	Age:	40, Male
Airplane Rating(s):	Single-engine land	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 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	March 15, 2000
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	2200 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N53208
Model/Series:	A188B A188B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	18801685
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	April 10, 2000 Annual	Certified Max Gross Wt.:	3300 lbs
Time Since Last Inspection:	80 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3472 Hrs at time of accident	Engine Manufacturer:	Teledyne Continental
ELT:	Not installed	Engine Model/Series:	IO-520-D
Registered Owner:	CPS FLYING SERVICE, INC.	Rated Power:	300 Horsepower
Operator:		Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	YP7G

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	GWO,162 ft msl	Distance from Accident Site:	25 Nautical Miles
Observation Time:	15:53 Local	Direction from Accident Site:	30°
Lowest Cloud Condition:	Clear	Visibility	9 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	20°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	32°C / 19°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	BELZONI, MS (1M2)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	15:50 Local	Type of Airspace:	Class G

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:	33.145278,-90.515274

Administrative Information

Investigator In Charge (IIC):	Kennedy, Jeffrey
Additional Participating Persons:	THEO A MAVRIDOGLU; FAA FSDO; Jackson, MS
Original Publish Date:	September 30, 2003
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=49583

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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](#).