Aviation Investigation Final Report

Location:	Harrisonburg, Louisiana	**Accident Number:**	FTW01LA204
Date & Time:	September 6, 2001, 07:10 Local	**Registration:**	N2162J
Aircraft:	Cessna A188B	**Aircraft Damage:**	Destroyed
Defining Event:		**Injuries:**	1 Serious
Flight Conducted Under:	Part 91: General aviation - Positioning		

Analysis

The agricultural airplane was making an approach to land at a private airstrip when according to the pilot, the control stick locking device (gust lock) fell into the lock position, jaming the control stick. The airplane was "very" low, its left wing struck the ground, and the airplane cart wheeled separating both wings. No structural or mechanical anomalies were observed during an examination of the airplane. According to the aircraft manufacturer, to engage the gust lock, the assembly is rotated by hand from under the instrument panel to a point above the aircraft control stick. The barrel portion of the lock is then lowered onto the control stick. During the examination of the airplane, the barrel portion of contact with the control lock could not be located and no evidence of contact with the control lock barrel was noted on the control stick

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: loss of control during approach for an undetermined reason.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: APPROACH

Findings
1. (C) REASON FOR OCCURRENCE UNDETERMINED

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

Findings
2. TERRAIN CONDITION - GROUND

Factual Information

On September 6, 2001, approximately 0710 central daylight time, a Cessna A188B agricultural airplane, N2162J, was destroyed by terrain impact and fire near Harrisonburg, Louisiana. The airplane was registered to and operated by Mowata Flying Service, Inc., of Eunice, Louisiana. The commercial pilot, sole occupant of the airplane, was seriously injured. Visual meteorological conditions prevailed, and a flight plan was not filed for the 14 Code of Federal Regulations Part 91 positioning flight. The flight originated from Jonesville Airport, Jonesville, Louisiana, at 0700, and was en route to the Robbins Flying Service private airstrip located approximately 5 miles northeast of the Jonesville Airport.

According to the operator, the pilot reported that "while making an approach to land" at the Robbins Flying Service airstrip, "the control stick locking device [gust lock] fell in the lock position, causing the control stick to jam, he was very low, causing the aircraft to hit the ground" short of the airstrip.

The FAA inspector, who responded to the accident site, reported that the airplane impacted the ground on an easterly direction. The airplane's left wing struck the ground and the airplane cart wheeled separating both wings. The airplane's cockpit area was consumed by fire.

The airplane wreckage was transported to Windance Salvage, Ben Wheeler, Texas.

According to the aircraft manufacturer, the gust lock on this aircraft consists of a barrel that fits over the control column. The gust lock is attached to a horizontal support bar under the instrument panel. Two springs on the lock are designed to keep the lock under the instrument panel when the lock is not in use. To engage the gust lock, the assembly is rotated by hand from under the instrument panel to a point above the aircraft control stick. The barrel portion of the lock is then lowered onto the control stick.

An examination of the airframe and engine was conducted by representatives of Cessna Aircraft and Teledyne Continental Motors under the supervision of the FAA at Windance Salvage on September 20, 2001. The barrel portion of the control lock could not be located and no evidence of contact with the control lock barrel was noted on the control stick. The portion of the control lock that attaches to the horizontal support under the instrument panel was located. The springs designed to swing the lock out of the way were still present. The control stick had separated from the aircraft frame at its mounting point. No structural or mechanical anomalies were observed during the examination.

Pilot Information

Certificate:	Commercial	**Age:**	47,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--w/ waivers/lim	**Last FAA Medical Exam:**	August 28, 2000
Occupational Pilot:	Yes	**Last Flight Review or Equivalent:**	August 1, 2001
Flight Time:	4614 hours (Total, all aircraft), 300 hours (Total, this make and model), 210 hours (Last 90 days, all aircraft), 45 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	**Registration:**	N2162J
Model/Series:	A188B	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Restricted (Special)	**Serial Number:**	18803399T
Landing Gear Type:	Tailwheel	**Seats:**	1
Date/Type of Last Inspection:	March 19, 2001 Annual	**Certified Max Gross Wt.:**	4200 lbs
Time Since Last Inspection:	90 Hrs	**Engines:**	1 Reciprocating
Airframe Total Time:	3769 Hrs	**Engine Manufacturer:**	Continental
ELT:	Not installed	**Engine Model/Series:**	IO-520-D
Registered Owner:	Mowata Flying Service, Inc.	**Rated Power:**	300 Horsepower
Operator:		**Operating Certificate(s) Held:**	
Operator Does Business As:		**Operator Designator Code:**	KGOG

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:		**Distance from Accident Site:**	
Observation Time:		**Direction from Accident Site:**	
Lowest Cloud Condition:	Clear	**Visibility**	7 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	/	**Turbulence Type Forecast/Actual:**	/
Wind Direction:		**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:		**Temperature/Dew Point:**	24°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Jonesboro, LA (F88)	**Type of Flight Plan Filed:**	None
Destination:	Harrisonburg, LA (NONE)	**Type of Clearance:**	None
Departure Time:	07:00 Local	**Type of Airspace:**	Class G

Airport Information

Airport:	Robbins Flying Service NONE	**Runway Surface Type:**	
Airport Elevation:		**Runway Surface Condition:**	Unknown
Runway Used:		**IFR Approach:**	None
Runway Length/Width:		**VFR Approach/Landing:**	Full stop

Wreckage and Impact Information

Crew Injuries:	1 Serious	**Aircraft Damage:**	Destroyed
Passenger Injuries:		**Aircraft Fire:**	On-ground
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	1 Serious	**Latitude, Longitude:**	31.759159,-91.80941(est)

Administrative Information

Investigator In Charge (IIC):	Wigington, Douglas
Additional Participating Persons:	Walter S Goodland; FAA FSDO; Baton Rouge, LA
Original Publish Date:	May 21, 2002
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=53407