



Aviation Investigation Final Report

Location:	Tolley, North Dakota	Accident Number:	CHI02CA192
Date & Time:	July 16, 2002, 09:30 Local	Registration:	N4866Q
Aircraft:	Cessna 188B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

The airplane sustained substantial damage when it impacted terrain after it went off the end of the runway during takeoff. The pilot reported the airplane was unable to get airborne. He reported the airplane did not have a mechanical malfunction, and that the accident could have been prevented if he had aborted the takeoff earlier during the takeoff roll.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to attain lift-off speed and his failure to abort the takeoff.

Findings

Occurrence #1: OVERRUN
Phase of Operation: TAKEOFF

Findings

1. (C) LIFT-OFF - NOT ATTAINED - PILOT IN COMMAND
2. (C) ABORT - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

3. TERRAIN CONDITION - GROUND

Factual Information

On July 16, 2002, at 0930 central daylight time, a Cessna 188B, N4866Q, sustained substantial damage when it impacted terrain after it went off the end of the runway during takeoff. The commercial pilot was not injured. The 14 CFR Part 137 flight was departing a private grass airstrip near Tolley, North Dakota, on a local aerial application flight. Visual meteorological conditions prevailed, and no flight plan had been filed.

The pilot reported the airplane was unable to get airborne. He reported the airplane did not have a mechanical malfunction, and that the accident could have been prevented if he had aborted the takeoff earlier during the takeoff roll.

Pilot Information

Certificate:	Commercial	Age:	33, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 2	Last FAA Medical Exam:	April 3, 2002
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1850 hours (Total, all aircraft), 60 hours (Total, this make and model), 70 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N4866Q
Model/Series:	188B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	18802602T
Landing Gear Type:	Tailwheel	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	4200 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Not installed	Engine Model/Series:	IO-720
Registered Owner:	Tim Mau	Rated Power:	
Operator:	Name	Operating Certificate(s) Held:	None
Operator Does Business As:	Agricultural Aerial Application	Operator Designator Code:	

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:		Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	Tolley, ND	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	360	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:	
Total Injuries:	1 None	Latitude, Longitude:	48.280277,-101.280281

Administrative Information

Investigator In Charge (IIC): SILLIMAN, JIM

Additional Participating Persons:

Original Publish Date: May 13, 2003

Last Revision Date:

Investigation Class: [Class](#)

Note: This accident report documents the factual circumstances of this accident as described to the NTSB.

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=55237>

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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](#).