



Aviation Investigation Final Report

Location:	Seminole, Texas	Accident Number:	FTW03LA025
Date & Time:	October 29, 2002, 10:45 Local	Registration:	N4779J
Aircraft:	Cessna T188C	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

After the agricultural airplane departed the private airstrip en route to a field to be sprayed, the engine began to lose power. The pilot stated that the "aircraft seemed to be nose heavy and would not maintain [airspeed] or altitude." The pilot attempted to return to the airstrip; however, he determined that he could not reach the airstrip and initiated a forced landing to a cotton field. During the forced landing, the airplane struck a dirt berm and came to rest upright. The pilot did not dispense the chemical load during the loss of airspeed and altitude. The reason for the loss of engine power was not determined.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The loss of engine power for undetermined reasons. A contributing factor was the lack of suitable terrain for the forced landing.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: MANEUVERING - AERIAL APPLICATION

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

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

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

2. (F) TERRAIN CONDITION - NONE SUITABLE

Factual Information

On October 29, 2002, approximately 1045 central standard time, a Cessna T188C single-engine agricultural airplane, N4779J, sustained substantial damage during a forced landing to a cotton field following a loss of engine power near Seminole, Texas. The commercial pilot, sole occupant of the airplane, was not injured. The airplane was registered to and operated by a private individual. Visual meteorological conditions prevailed, and a flight plan was not filed for the 14 Code of Federal Regulations Part 137 aerial application flight. The local flight departed from a private airstrip approximately 10 minutes prior to the accident.

The pilot reported that while enroute to a field to be sprayed, the engine began to lose power. The pilot stated that the "aircraft seemed to be nose heavy and would not maintain [airspeed] or altitude." The pilot attempted to return to the airstrip; however, he determined that he could not reach the airstrip and initiated a forced landing to a cotton field.

According to an FAA inspector, who responded to the accident site, during the forced landing, the airplane struck a dirt berm and came to rest upright. The inspector reported the right wing was damaged and the right main landing gear was separated. The inspector reported that the pilot did not attempt to dispense the chemical load during the loss of airspeed and altitude. The reason for the loss of engine power was not determined.

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	48, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Center
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	October 30, 2001
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	May 15, 2002
Flight Time:	3500 hours (Total, all aircraft), 500 hours (Total, this make and model), 400 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N4779J
Model/Series:	T188C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	T18803765T
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	May 1, 2002 100 hour	Certified Max Gross Wt.:	4400 lbs
Time Since Last Inspection:	76 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	8643 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	Not installed	Engine Model/Series:	TSIO-520-T
Registered Owner:	John Wesley Addison	Rated Power:	310 Horsepower
Operator:		Operating Certificate(s) Held:	None

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	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Seminole, TX	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	10:30 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:	32.68111,-102.654441

Administrative Information

Investigator In Charge (IIC):	Sauer, Aaron
Additional Participating Persons:	Juan Rivera; Federal Aviation Administration; Lubbock, TX
Original Publish Date:	May 13, 2003
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=55973

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