



Aviation Investigation Final Report

Location:	Kinta, Oklahoma	Accident Number:	FTW03LA151
Date & Time:	May 15, 2003, 14:20 Local	Registration:	N4931R
Aircraft:	Cessna A188B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

The pilot taxied out and departed the private airstrip to perform an aerial application on a field 25 miles southwest the airstrip. Approximately one hour into the aerial application flight the pilot noticed the "fuel gauges indicated empty." The pilot terminated the aerial application spray run and started a "gentle climb" to gain altitude. The engine started to "sputter and cough", and he initiated an "engine out" landing in the field he was spraying. During the landing roll, the right main landing gear "fell into a small gully" approximately 3 feet deep. Subsequently, the right wing and horizontal stabilizer impacted the ground. The pilot stated that during the aircraft servicing operations prior to takeoff, "the aircraft was not properly fueled as per the pilot's instruction."

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The loss of engine power due to fuel exhaustion. Contributing factors were the pilot's failure to supervise the refueling of the aircraft and failure to use his before takeoff checklist.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: CRUISE

Findings

1. (C) FLUID,FUEL - EXHAUSTION

2. (F) REFUELING - NOT VERIFIED - PILOT IN COMMAND
3. (F) CHECKLIST - NOT PERFORMED - PILOT IN COMMAND

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

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

Findings

4. TERRAIN CONDITION - DITCH

Factual Information

On May 15, 2003, at 1420 central daylight time, a Cessna A188B agricultural airplane, N4931R, owned and operated by Agratech, Inc., of Webbers Falls, Oklahoma, sustained substantial damage during a forced landing following a loss of engine power near Kinta, Oklahoma. The commercial pilot, who was the sole occupant of the airplane, was not injured. 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 at 1320 from a private airstrip near Webbers Falls, Oklahoma.

The 4,933-hour pilot reported in the Pilot/Operator Aircraft Accident Report (NTSB Form 6120.1/2) that the flight departed the private airstrip to perform an aerial application on a field 25 miles southwest the airstrip. Upon arriving at the field, he "began spraying without noticing the low fuel quantity indications." Approximately one hour into the flight, he was half way through his aerial application flight, and noticed the "fuel gauges indicated empty." He terminated the aerial application spray run and started a "gentle climb" to gain altitude. The engine started to "sputter and cough", and he initiated a "engine out" landing to the field he was spraying. During the landing roll, the right main landing gear "fell into a small gully" approximately 3 feet deep. Subsequently, the right wing and horizontal stabilizer impacted the ground. The pilot added that during the aircraft servicing operations prior to takeoff, "the aircraft was not properly fueled as per his instruction."

The pilot stated in the NTSB Form 6120.1/2 under the Recommendation (How This Accident Could Have Been Prevented) section: "Pay attention to the refueling operations on the ground. Use checklist on takeoff to make sure both fuel tanks are full before taking off."

Examination of the airplane by the operator revealed the outboard 3-feet of the right wing, and the outboard 12-inches of the right horizontal stabilizer, were bent upward approximately 45-degrees. The right main landing gear was also bent.

Pilot Information

Certificate:	Commercial	Age:	45, 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--no waivers/lim.	Last FAA Medical Exam:	March 11, 2003
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	February 10, 2002
Flight Time:	4993 hours (Total, all aircraft), 3397 hours (Total, this make and model), 7948 hours (Pilot In Command, all aircraft), 235 hours (Last 90 days, all aircraft), 130 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N4931R
Model/Series:	A188B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	18802448T
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	December 10, 2002 Annual	Certified Max Gross Wt.:	4200 lbs
Time Since Last Inspection:	63 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4598 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Not installed	Engine Model/Series:	IO-720 A/B
Registered Owner:	Paul Gould	Rated Power:	400 Horsepower
Operator:		Operating Certificate(s) Held:	
Operator Does Business As:	Agratech Inc.	Operator Designator Code:	G47G

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:	3 knots / 0 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.87 inches Hg	Temperature/Dew Point:	28°C / 15°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Webbers Falls, OK	Type of Flight Plan Filed:	None
Destination:	Kenta, OK	Type of Clearance:	VFR
Departure Time:	13:20 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:	35.288887,-95.093887

Administrative Information

Investigator In Charge (IIC):	Lemishko, Alexander
Additional Participating Persons:	Carl S Keesey; OKC FSDO ; Oklahoma City, OK
Original Publish Date:	December 30, 2003
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=57003

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](#).