



Aviation Investigation Final Report

Location:	McGehee, Arkansas	Accident Number:	CHI03LA174
Date & Time:	July 14, 2003, 10:15 Local	Registration:	N4247Y
Aircraft:	Cessna A188B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

The airplane veered off the side of the runway while landing and impacted terrain. The pilot reported the airplane veered to the left of the centerline while landing on runway 36. The airplane contacted a ditch prior to coming to a stop. The pilot reported during a telephone interview that he knew he was landing with a 5 knot or better quartering tailwind. He stated that they typically land on runway 18. He stated he didn't know why they primarily used runway 18, it was just the "pattern that the other guys use." On a written form completed by the pilot, he reported the winds were from 180 degrees at 8 knots.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain directional control of the airplane during landing. Contributing factors to the accident were the tailwind condition, the pilot's selection of the wrong runway on which to land and the ditch.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (F) WEATHER CONDITION - TAILWIND
2. (F) WRONG RUNWAY - SELECTED - PILOT IN COMMAND
3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Findings

4. (F) TERRAIN CONDITION - DITCH

Factual Information

On July 14, 2003, at 1015 central daylight time, a Cessna A188B, N4247Y, operated by Tri-County Aero Inc., sustained substantial damage when it veered off the runway while landing on runway 36 (4,007 feet by 75 feet, dry asphalt) at the McGehee Municipal Airport (7M1), McGehee, Arkansas. The commercial pilot was not injured. The 14 CFR Part 137 agricultural flight was operating in visual meteorological conditions without a flight plan. The local flight originated from 7M1 at 0945.

The pilot reported the airplane veered to the left of the runway centerline after touching down. The pilot stated the airplane continued off the side of the runway and went through a ditch before coming to a stop about 100 feet from the runway centerline.

The pilot reported no mechanical functions or defects prior to the accident.

The pilot reported during a telephone interview that he knew he was landing with a 5 knot or better quartering tailwind. He stated that they typically land on runway 18. He stated he didn't know why they primarily used runway 18, it was just the "pattern that the other guys use." On the NTSB form 6120.1/2 that the pilot completed, he reported the winds were from 180 degrees at 8 knots.

Pilot Information

Certificate:	Commercial	Age:	36, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Center
Other Aircraft Rating(s):	Helicopter	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:	April 4, 2003
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	November 12, 2001
Flight Time:	1482 hours (Total, all aircraft), 60 hours (Total, this make and model), 1125 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N4247Y
Model/Series:	A188B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	188-02934T
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	July 8, 2003 Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:	4 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	10305 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Not installed	Engine Model/Series:	IO-720-A1A
Registered Owner:	Tri-County Aero Inc.	Rated Power:	400 Horsepower
Operator:	Alan Buford	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	OIVG

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:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	29°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	McGehee, AR (7M1)	Type of Flight Plan Filed:	None
Destination:	McGehee, AR (7M1)	Type of Clearance:	None
Departure Time:	09:15 Local	Type of Airspace:	Class G

Airport Information

Airport:	McGehee Municipal Airport 7M1	Runway Surface Type:	Asphalt
Airport Elevation:	141 ft msl	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	4007 ft / 75 ft	VFR Approach/Landing:	Full stop

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:	33.619998,-91.364723

Administrative Information

Investigator In Charge (IIC):	Sullivan, Pamela
Additional Participating Persons:	Steve Buckner; FAA- Little Rock FSDO; Little Rock, AR
Original Publish Date:	November 25, 2003
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=57480

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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](#).