



Aviation Investigation Final Report

Location:	Freeman, South Dakota	Accident Number:	CHI03LA271
Date & Time:	August 19, 2003, 19:30 Local	Registration:	N8150V
Aircraft:	Cessna 188A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

The part 137 aerial application airplane sustained substantial damage while landing on a private grass airstrip. The pilot reported he was landing to the south with the wind from the southeast. He stated the landing strip was "sheltered" from the left crosswind by corn crop on both sides of the strip. The pilot stated he overcorrected for the crosswind and bounced the landing. The airplane drifted left and the left wing impacted the corn. The pilot reported that the resulting drag on the left wing caused a "ground looping effect."

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 and clearance during landing roll. Additional factors included the pilot's improper recovery from a bounced landing, the crosswind and the corn crop.

Findings

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

Findings

1. (F) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
2. (F) WEATHER CONDITION - CROSSWIND

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

Findings

3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
5. (F) TERRAIN CONDITION - CROP

Factual Information

On August 19, 2003, at 1930 central daylight time, a Cessna 188A, N8150V, operated by General Air Service, sustained substantial damage while landing on a private grass airstrip near Freeman, South Dakota. The pilot was not injured. The 14 CFR Part 137 aerial application flight had departed Menno, South Dakota, and was landing to take on more fuel and chemicals. Visual meteorological conditions prevailed. No flight plan was filed.

The pilot reported he was landing to the south with the wind from the southeast. He reported that tall corn on both sides of the landing strip "sheltered the landing zone from [the] left crosswind effect." He reported, "I bounced the landing. I was over corrected for [the] crosswind." The airplane drifted left and the left wing impacted the corn. The pilot reported that the resulting drag on the left wing "caused [a] ground looping effect."

Pilot Information

Certificate:	Commercial	Age:	55, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Single
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	August 14, 2003
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	August 14, 2003
Flight Time:	4150 hours (Total, all aircraft), 100 hours (Total, this make and model), 3150 hours (Pilot In Command, all aircraft), 9 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft), 8 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N8150V
Model/Series:	188A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	188-0400
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	May 10, 2003 Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:	4 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4395 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	Not installed	Engine Model/Series:	IO-520-D22
Registered Owner:	Carroll Langeland	Rated Power:	300 Horsepower
Operator:	General Air Service	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	FSD,1429 ft msl	Distance from Accident Site:	35 Nautical Miles
Observation Time:	18:56 Local	Direction from Accident Site:	45°
Lowest Cloud Condition:	Few / 4000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.88 inches Hg	Temperature/Dew Point:	29°C / 22°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	MENNO, SD (SD29)	Type of Flight Plan Filed:	None
Destination:	Freeman, SD	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	Private Airstrip	Runway Surface Type:	Grass/turf
Airport Elevation:	1400 ft msl	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	2500 ft / 60 ft	VFR Approach/Landing:	None

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:	43.349746,-97.430923(est)

Administrative Information

Investigator In Charge (IIC):	Silliman, James
Additional Participating Persons:	Mark Goodwin; FAA-Rapid City FSDO; Rapid City, SD
Original Publish Date:	March 2, 2004
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=57732

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