



# Aviation Investigation Final Report

<b>Location:</b>	Heth, Arkansas	<b>Accident Number:</b>	FTW04LA214
<b>Date &amp; Time:</b>	August 16, 2004, 16:15 Local	<b>Registration:</b>	N9314J
<b>Aircraft:</b>	Cessna T188C	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 137: Agricultural		

## Analysis

The 5,002-hour pilot reported that as he advanced the throttle to increase engine power while on final approach for landing, "none was available." The airplane settled within tall grass just short of the runway. Subsequently, the airplane rolled into a 10-15 foot deep gulley and came to rest upright. No anomalies were noted during the examination of the airframe. The engine was successfully run and was found to be free of anomalies. The reason for the loss of engine power was undetermined.

## 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: LANDING

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

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Occurrence #2: FORCED LANDING

Phase of Operation: EMERGENCY DESCENT/LANDING

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

Findings

2. (F) TERRAIN CONDITION - GRASS
3. (F) TERRAIN CONDITION - RAVINE
4. (F) TERRAIN CONDITION - NONE SUITABLE

## Factual Information

On August 16, 2004, approximately 1615 central daylight time, a Cessna T188C, single-engine tailwheel-equipped agricultural airplane, N9314J, sustained substantial damage during a forced landing following a loss of engine power while landing at a private airstrip near Heth, Arkansas. The commercial pilot, sole occupant of the airplane, was not injured. The airplane was registered to and operated by Hutcherson Flying Service, Inc., of Forrest City, Arkansas. 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 originated from the private airstrip at 1424.

The 5,002-hour pilot reported in the Pilot/Operator Aircraft Accident Report (NTSB Form 6120.1/2), that as he advanced the throttle to increase engine power while on final approach for landing, "none was available." The airplane settled within tall grass just short of the runway. Subsequently, the airplane rolled into a 10-15 foot deep gulley and came to rest upright.

Examination of the airplane by an Federal Aviation Administration (FAA) inspector, who responded to the accident site, revealed the engine firewall was bent, and both wings were structurally damaged.

According to the aircraft's maintenance logbooks, the airplane had accumulated approximately 116 hours since the last 100-hour inspection on July 2, 2004. At that time, the airframe total time was 4,149 hours.

On January 19, 2005, at the facilities of Dawson Aircraft Inc., near Clinton, Arkansas, under supervision of an FAA inspector, the Continental TSIO-520-T engine was successfully started and run for approximately ten minutes. No anomalies were noted during the engine run.

The reason for the loss of engine power was undetermined.

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	36, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Center
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	January 19, 2004
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	December 15, 2002
<b>Flight Time:</b>	966 hours (Total, all aircraft), 966 hours (Total, this make and model), 4967 hours (Pilot In Command, all aircraft), 230 hours (Last 90 days, all aircraft), 60 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N9314J
<b>Model/Series:</b>	T188C	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Restricted (Special)	<b>Serial Number:</b>	T18803794T
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	July 2, 2004 100 hour	<b>Certified Max Gross Wt.:</b>	4400 lbs
<b>Time Since Last Inspection:</b>	116 Hrs	<b>Engines:</b>	Reciprocating
<b>Airframe Total Time:</b>	4149 Hrs at time of accident	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	TSIO-520-T
<b>Registered Owner:</b>	HUTCHERSON FLYING SERVICE, INC.	<b>Rated Power:</b>	310 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>	Hutcherson Flying Service, Inc.	<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	AWM,212 ft msl	<b>Distance from Accident Site:</b>	25 Nautical Miles
<b>Observation Time:</b>	13:53 Local	<b>Direction from Accident Site:</b>	270°
<b>Lowest Cloud Condition:</b>	Few / 7000 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots / 5 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	340°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.21 inches Hg	<b>Temperature/Dew Point:</b>	28°C / 13°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Heth, AR	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Heth Airstrip	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>		<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3000 ft / 50 ft	<b>VFR Approach/Landing:</b>	Forced landing;Full stop;Straight-in

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	35.068054,-90.483886

## Administrative Information

<b>Investigator In Charge (IIC):</b>	McGill, C Frank
<b>Additional Participating Persons:</b>	Tommy J Arnold; Federal Aviation Administration; Little Rock, AR
<b>Original Publish Date:</b>	March 30, 2005
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=59922">https://data.nts.gov/Docket?ProjectID=59922</a>

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](#).