



Aviation Investigation Final Report

Location:	HOUSTON, Mississippi	Accident Number:	ATL83LA142
Date & Time:	March 24, 1983, 10:30 Local	Registration:	N731PP
Aircraft:	CESSNA 188B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

THE PLT REPORTED THAT DURING TAKEOFF, HE HAD REACHED AN ALT OF APRX 100 FT AGL, HAD REDUCED POWER & WAS RETRACTING THE FLAPS FROM THE TAKEOFF SETTING WHEN HE FELT THE ACFT 'GIVE.' HE REEXTENDED THE FLAPS, APPLIED FULL THROTTLE & DUMPED HIS LOAD, BUT THE ACFT CONTINUED TO LOSE ALT & AIRSPEED UNTIL IT HIT THE TOP OF A TREE & CRASHED. AN EXAM REVEALED THAT THE TOP MEMBER OF THE RIGHT WING TUBULAR REAR SPAR WAS BROKEN AT THE CLUSTER JOINT WHERE THE SPAR ATTACHES TO THE FUSELAGE STUB WING. THE FRACTURE SURFACES WERE SEVERELY RUSTED. THE FRACTURE OCCURRED WHERE THE WING HAD BEEN WELDED. REPORTEDLY, THE RIGHT WING TIP HAD BEEN DAMAGED APRX 3 YRS PREVIOUSLY & WAS SUBSEQUENTLY REPAIRED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) WING - PREVIOUS DAMAGE

- 2. (C) MAINTENANCE, INSPECTION - INADEQUATE - OTHER MAINTENANCE PERSONNEL
- 3. (C) WING, WING ATTACHMENT FITTING - FAILURE, TOTAL

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

- 4. (F) TERRAIN CONDITION - TREE(S)

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Commercial	Age:	57, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Center
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	April 5, 1982
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	9211 hours (Total, all aircraft), 7500 hours (Total, this make and model), 104 hours (Last 90 days, all aircraft), 8 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N731PP
Model/Series:	188B 188B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	18802050T
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	April 5, 1982 Annual	Certified Max Gross Wt.:	4000 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2094 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:		Engine Model/Series:	IO-520-D
Registered Owner:	KIMMEL AVIATION INC.	Rated Power:	300 Horsepower
Operator:		Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	GWO ,155 ft msl	Distance from Accident Site:	68 Nautical Miles
Observation Time:	10:00 Local	Direction from Accident Site:	240°
Lowest Cloud Condition:	Scattered / 3000 ft AGL	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	HOUSTON , MS (M44)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	10:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	HOUSTON MUNICIPAL M44	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	3	IFR Approach:	
Runway Length/Width:	3000 ft / 100 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	33.889595,-89.000297(est)

Administrative Information

Investigator In Charge (IIC): Ware, Elinor

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=6036>

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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](#).