



Aviation Investigation Final Report

Location:	Winnsboro, Louisiana	Accident Number:	DFW05CA216
Date & Time:	August 15, 2005, 07:00 Local	Registration:	N4952Q
Aircraft:	Cessna A188B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The 342-hour commercial pilot lost directional control of the tailwheel equipped airplane while attempting to takeoff from a 3,000-foot long by 75-foot-wide asphalt runway. The airplane exited the right side of the runway. The winds at the time of the accident were reported as calm.

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 during the take-off roll.

Findings

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

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

On August 15, 2005, approximately 0700 central daylight time, a single-engine Cessna A188B agricultural aircraft, N4252Q, registered to and operated by a private individual, was substantially damaged following a loss of directional control during take-off at the Winnsboro Municipal Airport (F89), near Winnsboro, Louisiana. The commercial pilot, 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 91 personal flight. The local flight was originating at the time of the accident..

The 342-hour pilot stated in a telephone interview with a NTSB representative that he had just returned to Winnsboro, Louisiana, after having completed an agricultural pilot flight training course in Florida. The pilot reported he was using the accident airplane to build flight time until he could be placed on the agricultural application companies insurance.

The pilot further stated he had flown the 300-horsepower airplane twice prior to the accident date and claimed that the tailwheel equipped airplane had a tendency to veer to the left during the take-off and landing rolls. On the day of the accident, the pilot stated he applied full takeoff power, began the take-off roll, and the aircraft veered to the left. The pilot added that he attempted to correct the situation and "came off the power and compensated with right rudder." The airplane then made a 180-degree turn to the right, causing the right wing to drag on the grass and collapsing the right main landing gear.

The Winnsboro Municipal Airport features a single 3,000-foot wide by 75-foot wide asphalt runway (18/36).

Examination of the airplane by a Federal Aviation Administration inspector revealed that the right main landing gear was folded aft and the right wing structure was damaged.

At 0653, the automated weather observing system at the Monroe Regional Airport (MLU), near Monroe, Louisiana, located approximately 28 miles northwest of the accident site reported wind calm, visibility nine statute miles, clear sky, temperature 70 degrees Fahrenheit, dew point 68 degrees Fahrenheit, and a barometric pressure of 30.10 inches of Mercury.

Pilot Information

Certificate:	Commercial	Age:	40, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Single
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	April 1, 2005
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	342 hours (Total, all aircraft), 4 hours (Total, this make and model), 294 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N4952Q
Model/Series:	A188B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	18802686T
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	May 1, 2005 Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:	27 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	9448 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	Not installed	Engine Model/Series:	IO-520D
Registered Owner:	David Price	Rated Power:	300 Horsepower
Operator:	David Price	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KMLU	Distance from Accident Site:	28 Nautical Miles
Observation Time:	06:53 Local	Direction from Accident Site:	345°
Lowest Cloud Condition:	Clear	Visibility	9 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.1 inches Hg	Temperature/Dew Point:	21°C / 20°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Winnsboro, LA (KF89)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	07:00 Local	Type of Airspace:	

Airport Information

Airport:	Winnsboro Municipal Airport KF89	Runway Surface Type:	
Airport Elevation:	76 ft msl	Runway Surface Condition:	
Runway Used:		IFR Approach:	None
Runway Length/Width:		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:	32.151668,-91.692222

Administrative Information

Investigator In Charge (IIC): Lemishko, Alexander

Additional Participating Persons:

Original Publish Date: January 31, 2006

Last Revision Date:

Investigation Class: [Class](#)

Note: This accident report documents the factual circumstances of this accident as described to the NTSB.

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=62270>

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](#).