Aviation Investigation Final Report

Location:	Blytheville, Arkansas	**Accident Number:**	DFW05LA229
Date & Time:	September 5, 2005, 12:25 Local	**Registration:**	N9083G
Aircraft:	Cessna A188B	**Aircraft Damage:**	Destroyed
Defining Event:		**Injuries:**	1 Fatal
Flight Conducted Under:	Part 137: Agricultural		

Analysis

The 20,634-hour airline transport rated pilot was observed flying the single-engine agricultural airplane down Runway 18 (a 5,001-feet long by 75-feet wide asphalt runway) at a low altitude and then began a climbing right turn. The airplane continued into a steep descending right turn until ground impact. Flight control continuity was established and no anomalies were noted with the airframe or engine.

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 control of the aircraft for undetermined reasons.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING

Findings
1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings
2. TERRAIN CONDITION - GROUND

Factual Information

On September 5, 2005, approximately 1225 central daylight time, a single-engine Cessna A188B agricultural airplane, N9083G, was destroyed while maneuvering at the Blytheville Municipal Airport (HKA) near Blytheville, Arkansas. The airplane was registered to Mid-Continent Aircraft Corporation of Hayti, Missouri, and was being operated by Myers Flying Service of Blytheville, Arkansas. The airline transport pilot, the sole occupant of the airplane, was fatally injured. Visual meteorological conditions prevailed for the local 14 Code of Federal Regulations Part 137 aerial application flight.

In a telephone interview with an NTSB representative, a witness stated that he had just completed placing his aircraft in a hangar and was entering his vehicle when he saw the accident airplane fly down HKA Runway 18 (a 5,001-feet long by 75-feet wide asphalt runway) at a low altitude. The airplane then pulled-up and began a climbing right turn. The witness estimated the bank angle to be "in excess of 60 degrees as the wings were more than 45 degrees with the horizon." The witness added that the engine "sounded normal and at full power" and the airplane was "steadily losing altitude." The witness reported that he did not hear any engine power changes prior to impact.

A Federal Aviation Administration (FAA) inspector and a representative from Cessna Aircraft performed an on-scene examination of the wreckage. The FAA inspector reported the airplane's right wing impacted first and the airplane came to rest in an upright position. The Cessna representative established cable continuity to the airplane's flight controls. A post-impact fire consumed the cockpit, empennage, and the right wing. The engine separated and was found approximately 40 feet from the main wreckage.

The 1973-model Cessna A188B, a low wing single-seat agricultural application airplane, serial number 1880136T, was powered by a single Continental IO-520-D (23) engine, rated at 300 horsepower. On December 7, 2005, an inspection was performed on the engine under the supervision of a NTSB investigator, at Teledyne Continental Motors, Inc., near Mobile, Alabama. The engine examination did not reveal the presence of any preimpact abnormalities that would have prevented normal operation and production of rated horsepower.

According to the operator, the most recent aircraft maintenance action was a replacement of an air conditioner unit two days prior to the accident. He also stated that the airplane had flown within the subsequent days with no reports of deficiencies. The operator also reported that the airplane departed with approximately 54-gallons of fuel and estimated 60-gallons of Malathion insecticide prior to the accident.

The engine and airframe logbooks were not available for review during the course of the accident investigation.

The pilot held a FAA Airline Transport Pilot certificate with rating for single-engine land airplane. The pilot's most recent FAA medical certificate was issued on January 14, 2005, and the pilot reported his total flight time as 20,634-hours, with 413-hours in the preceding six months. The pilot's personal logbooks were not located during the course of the accident investigation.

An autopsy was performed on the pilot on September 6, 200, by the Arkansas State Crime Laboratory, Medical Examiner Division.

Toxicological testing was performed by the FAA Toxicology Accident Research Laboratory, Oklahoma City, Oklahoma.

At 1153, the automated surface observing system at HKA, located approximately one half mile north east of the accident site, reported wind from 070 degrees at six knots, visibility 10 statute miles, clear sky, temperature 82 degrees Fahrenheit, dew point 64 degrees Fahrenheit, and a barometric pressure of 30.21 inches of Mercury.

Pilot Information

Certificate:	Airline transport	**Age:**	74,Male
Airplane Rating(s):	Single-engine land; Single-engine sea; 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:**	Yes
Medical Certification:	Class 1 With waivers/limitations	**Last FAA Medical Exam:**	January 1, 2005
Occupational Pilot:	Yes	**Last Flight Review or Equivalent:**	
Flight Time:	20634 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	**Registration:**	N9083G
Model/Series:	A188B	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Restricted (Special)	**Serial Number:**	18801376
Landing Gear Type:	Tricycle	**Seats:**	1
Date/Type of Last Inspection:	100 hour	**Certified Max Gross Wt.:**	4200 lbs
Time Since Last Inspection:		**Engines:**	1 Reciprocating
Airframe Total Time:		**Engine Manufacturer:**	Continental
ELT:	Not installed	**Engine Model/Series:**	IO-520-D (23)
Registered Owner:	Mid Continent Aircraft	**Rated Power:**	300 Horsepower
Operator:	Myers Flying Service Inc	**Operating Certificate(s) Held:**	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	KHKA,255 ft msl	**Distance from Accident Site:**	1 Nautical Miles
Observation Time:	11:53 Local	**Direction from Accident Site:**	30°
Lowest Cloud Condition:	Clear	**Visibility**	10 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	6 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	70°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	30.2 inches Hg	**Temperature/Dew Point:**	28°C / 18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Blytheville, AR (KBYH)	**Type of Flight Plan Filed:**	None
Destination:	Blytheville, AR (KBYH)	**Type of Clearance:**	None
Departure Time:		**Type of Airspace:**	

Airport Information

Airport:	Blytheville Municipal KHKA	**Runway Surface Type:**	Concrete
Airport Elevation:	250 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	HKA	**IFR Approach:**	Visual
Runway Length/Width:	5001 ft / 75 ft	**VFR Approach/Landing:**	Go around

Wreckage and Impact Information

Crew Injuries:	1 Fatal	**Aircraft Damage:**	Destroyed
Passenger Injuries:		**Aircraft Fire:**	On-ground
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	1 Fatal	**Latitude, Longitude:**	35.929546,-89.91957(est)

Administrative Information

Investigator In Charge (IIC):	Hatch, Craig
Additional Participating Persons:	Jim Sagar; FAA Flight Standards District Office; Little Rock, AR Terry L Horton; Teledyne Continental Motors; Mobile, AL William G Roebuck; Teledyne Continental Motors; Mobile , AL Johnnie M Little; Teledyne Continental Motors; Mobile , AL David Shonka; Cessna Aircraft Company; Wichita, KS Tim LeBaron; National Transportation Safety Board; Arlington, TX
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