



Aviation Investigation Final Report

Location:	KINGSTREE, South Carolina	Accident Number:	ATL84LA261
Date & Time:	August 18, 1984, 13:00 Local	Registration:	N9652J
Aircraft:	CESSNA A188B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

THE ACFT RAN INTO HIGH VEGATATION DURING A PRECAUTIONARY LANDING AFTER THE PLT HEARD A VIBRATION WHICH BEGAN APRX 2 HRS AFTER THE INITIAL TAKEOFF. THE VIBRATION WAS CAUSED BY A LOOSE WING FAIRING. EXAMINATION OF THE ACFT REVEALED THAT A SCREW STRIPPED OUT OF THE WING ROOT FAIRING WHICH ALLOWED THE FAIRING TO TURN UP 8 INCHES ON TOP OF THE WING.

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: MANEUVERING

Findings

1. (F) WING,FAIRING - LOSS,PARTIAL
 2. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
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Occurrence #2: FORCED LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

3. (F) TERRAIN CONDITION - HIGH VEGETATION
4. (C) PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
5. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
6. (C) PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	33, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Center
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 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	August 3, 1984
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	8550 hours (Total, all aircraft), 6500 hours (Total, this make and model), 8450 hours (Pilot In Command, all aircraft), 300 hours (Last 90 days, all aircraft), 10 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N9652J
Model/Series:	A188B A188B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	1880382T
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	June 16, 1984 Annual	Certified Max Gross Wt.:	3300 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	460 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Not installed	Engine Model/Series:	IO-520-D
Registered Owner:	HENRY HADDOCK	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:	FLO ,147 ft msl	Distance from Accident Site:	29 Nautical Miles
Observation Time:	13:53 Local	Direction from Accident Site:	220°
Lowest Cloud Condition:	Scattered / 4000 ft AGL	Visibility	3 miles
Lowest Ceiling:	Broken / 25000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	32°C / 21°C
Precipitation and Obscuration:	N/A - None - Haze		
Departure Point:	KINGSTREE , SC (CKI)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	11:00 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	Dirt
Airport Elevation:	50 ft msl	Runway Surface Condition:	Rough;Vegetation
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	Precautionary landing;Straight-in

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:	33.659156,-79.819862(est)

Administrative Information

Investigator In Charge (IIC): Henderson, Dennis

Additional Participating Persons: TONY GOBLE;

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=6525>

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](#).