



# Aviation Investigation Final Report

<b>Location:</b>	Scotland, South Dakota	<b>Accident Number:</b>	CHI07CA148
<b>Date &amp; Time:</b>	May 19, 2007, 17:00 Local	<b>Registration:</b>	N926LT
<b>Aircraft:</b>	Cessna A188	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 137: Agricultural		

## Analysis

As the aircraft was taking off from runway 18 (2,600 feet by 90 feet, turf), the flight encountered a gust of wind from the north. The gust caused a decrease in airspeed and the airplane descended and impacted terrain in a planted cornfield near the departure end of the runway. No mechanical problems with the airplane were reported prior to the accident.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot not maintaining adequate airspeed during takeoff, which resulted in an inadvertent stall. Factors contributing to the accident were the sudden wind shift and the low altitude at which the stall occurred.

## Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  2. (F) WEATHER CONDITION - SUDDEN WINDSHIFT
  3. (C) STALL - INADVERTENT - PILOT IN COMMAND
  4. (F) ALTITUDE - LOW
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

Findings

5. TERRAIN CONDITION - CROP

## Factual Information

The agricultural airplane was substantially damaged after it impacted terrain during takeoff. The pilot stated that as he was taking off from runway 18 (2,600 feet by 90 feet, turf), he encountered an extreme gust of wind from the north just after liftoff with the airplane at full power. The gust immediately caused a decrease in airspeed. The airplane descended and impacted terrain in a planted cornfield near the departure end of the runway. No mechanical problems with the airplane were reported prior to the accident.

### Pilot Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	36, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Single
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 With waivers/limitations	<b>Last FAA Medical Exam:</b>	November 1, 2006
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	August 1, 2006
<b>Flight Time:</b>	451 hours (Total, all aircraft), 14 hours (Total, this make and model), 344 hours (Pilot In Command, all aircraft), 73 hours (Last 90 days, all aircraft), 33 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N926LT
<b>Model/Series:</b>	A188	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Restricted (Special)	<b>Serial Number:</b>	188-0347
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	
<b>Date/Type of Last Inspection:</b>	March 1, 2007 Annual	<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	6700 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	IO-520-D
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	300 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	
<b>Operator Does Business As:</b>	On file	<b>Operator Designator Code:</b>	HMLG

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KYKN,1306 ft msl	<b>Distance from Accident Site:</b>	22 Nautical Miles
<b>Observation Time:</b>	16:55 Local	<b>Direction from Accident Site:</b>	135°
<b>Lowest Cloud Condition:</b>	Few / 7500 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	10 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	250°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.9 inches Hg	<b>Temperature/Dew Point:</b>	30°C / 14°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Scotland, SD (1SD1)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	17:00 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	Burke Field Airport 1SD1	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	18	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2600 ft / 90 ft	<b>VFR Approach/Landing:</b>	None

## 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>	43.165279,-97.730834

## Administrative Information

**Investigator In Charge (IIC):** Malinowski, Edward

**Additional Participating Persons:**

**Original Publish Date:** June 27, 2007

**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.nts.gov/Docket?ProjectID=65954>

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