



Aviation Investigation Final Report

Location:	FLORALA, Alabama	Accident Number:	ATL82DA241
Date & Time:	August 17, 1982, 17:30 Local	Registration:	N9916G
Aircraft:	CESSNA A188A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT REPORTED THAT AS HE WAS CLIMBING THROUGH ABOUT 30 TO 40 FT AGL, THE AIRCRAFT SUDDENLY WENT TO THE RIGHT AS THE FLAPS WERE BEING RETRACTED. IN AN EFFORT TO COUNTERACT THE LATERAL MOVEMENT, THE PILOT APPLIED LEFT AILERON AND RUDDER WHICH STARTED THE RECOVERY. HOWEVER, THERE WAS INSUFFICIENT ALTITUDE TO RECOVER AND THE AIRCRAFT STRUCK THE GROUND. AN INVESTIGATION REVEALED THAT THE RIGHT FLAP CABLE, PN 166300-12, HAD FAILED. THE PART HAD BEEN INSTALLED IN 1971 AND HAD BEEN IN USE FOR 2651 FLIGHT HOURS.

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. (C) FLT CONTROL SYST,WING FLAP CONTROL - FAILURE,TOTAL

Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: TAKEOFF - INITIAL CLIMB

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

Factual Information

Pilot Information

Certificate:	Commercial	Age:	36, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	April 16, 1980
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	312 hours (Total, all aircraft), 245 hours (Pilot In Command, all aircraft), 36 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N9916G
Model/Series:	A188A A188A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	188-00716
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3300 lbs
Time Since Last Inspection:	26 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2651 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Not installed	Engine Model/Series:	IO-520
Registered Owner:	WIREGRASS AIRPLANE	Rated Power:	300 Horsepower
Operator:	WIREGRASS AIRPLANE	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:	Not reported
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	90°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	FLORALA , AL (0J4)	Type of Flight Plan Filed:	None
Destination:	FLORALA , AL (0J4)	Type of Clearance:	None
Departure Time:	17:30 Local	Type of Airspace:	

Airport Information

Airport:	FLORALA MUNICIPAL AIRPORT 0J4	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry
Runway Used:	22	IFR Approach:	None
Runway Length/Width:	3200 ft / 60 ft	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:	31.019628,-86.300987(est)

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: August 17, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=70688>

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](#).