



Aviation Investigation Final Report

Location:	STATESBORO, Georgia	Accident Number:	ATL82DA186
Date & Time:	July 6, 1982, 11:30 Local	Registration:	N3530Q
Aircraft:	CESSNA A188	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Ferry		

Analysis

THE PILOT STATED THAT HE LANDED THE AIRCRAFT ON THE NUMBERS BUT WAS CLOSE TO THE LEFT SIDE OF THE RUNWAY. HE DELAYED APPLYING RIGHT RUDDER AND THE AIRCRAFT GROUND LOOPED. THE RIGHT LANDING GEAR COLLAPSED AND THE RIGHT WING WAS SUBSTANTIALLY DAMAGED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

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

Findings

1. (C) RUDDER - DELAYED - PILOT IN COMMAND
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. (C) GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2: MAIN GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings

4. (F) LANDING GEAR,MAIN GEAR - OVERLOAD

Factual Information

Pilot Information

Certificate:	Commercial	Age:	39, Male
Airplane Rating(s):	Single-engine land; Multi-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--w/ waivers/lim	Last FAA Medical Exam:	July 1, 1982
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	2271 hours (Total, all aircraft), 1700 hours (Total, this make and model), 2260 hours (Pilot In Command, all aircraft), 49 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N3530Q
Model/Series:	A188 A188	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	188-0480
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3300 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1208 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Not installed	Engine Model/Series:	IO-520D
Registered Owner:	RICHARD L. HILDE	Rated Power:	300 Horsepower
Operator:	RICHARD L. HILDE	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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	5 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	78°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	SYLVANIA, GA	Type of Flight Plan Filed:	None
Destination:	STATESBORO, GA	Type of Clearance:	None
Departure Time:	11:15 Local	Type of Airspace:	

Airport Information

Airport:	STATESBORO MUNICIPAL TBR	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry
Runway Used:	13	IFR Approach:	
Runway Length/Width:	5000 ft / 75 ft	VFR Approach/Landing:	

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:	32.440521,-81.769371(est)

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: July 6, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=72720>

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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](#).