



Aviation Investigation Final Report

Location:	STOCKTON, Kansas	Accident Number:	MKC82DA140
Date & Time:	August 8, 1982, 08:45 Local	Registration:	N53227
Aircraft:	CESSNA 188	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

THE ENGINE LOST POWER AS THE PILOT PULLED UP FROM A SWATH RUN. A FORCED LANDING WAS MADE IN OPEN TERRACED FIELD. DIRT WAS FOUND IN THE ENGINE FUEL PUMP. REPORTEDLY, THE DIRT WOULD HAVE RESTRICTED THE FUEL FLOW.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: MANEUVERING - AERIAL APPLICATION

Findings

1. (C) FUEL SYSTEM,PUMP - CONTAMINATION
2. (C) FUEL SYSTEM - BLOCKED(PARTIAL)
3. (C) FLUID,FUEL - STARVATION

Occurrence #2: FORCED LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

4. (F) TERRAIN CONDITION - OPEN FIELD

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING

Findings

5. (F) TERRAIN CONDITION - ROUGH/UNEVEN

Factual Information

Pilot Information

Certificate:	Commercial	Age:	42, 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--no waivers/lim.	Last FAA Medical Exam:	March 24, 1982
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	4350 hours (Total, all aircraft), 325 hours (Total, this make and model), 4150 hours (Pilot In Command, all aircraft), 200 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N53227
Model/Series:	188 188	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	18801699T
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	4200 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2131 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Not installed	Engine Model/Series:	IO-520-D
Registered Owner:	GREAT WESTERN SPRAYING	Rated Power:	300 Horsepower
Operator:	GREAT WESTERN SPRAYING	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Unknown	Condition of Light:	Day
Observation Facility, Elevation:	RSL	Distance from Accident Site:	42 Nautical Miles
Observation Time:	08:55 Local	Direction from Accident Site:	145°
Lowest Cloud Condition:	Scattered / 3000 ft AGL	Visibility	15 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	70°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	89°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	OSBORNE , KS (K75)	Type of Flight Plan Filed:	None
Destination:	OSBORNE , KS (K75)	Type of Clearance:	None
Departure Time:	08:30 Local	Type of Airspace:	

Airport Information

Airport:		Runway Surface Type:	Dirt
Airport Elevation:	0 ft msl	Runway Surface Condition:	Holes;Rough;Soft
Runway Used:	0	IFR Approach:	
Runway Length/Width:	0 ft / 0 ft	VFR Approach/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:	39.430912,-99.270408(est)

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: August 8, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=72739>

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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](#).