



Aviation Investigation Final Report

Location:	STATESBORO, Georgia	Accident Number:	ATL89DKG02
Date & Time:	March 30, 1989, 18:30 Local	Registration:	N9583G
Aircraft:	CESSNA A188B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 137: Agricultural		

Analysis

DURING AN AERIAL APPLICATION FLIGHT THE ENGINE HAD A TOTAL POWER LOSS. THE AIRCRAFT BOUNCED THREE TIMES DURING THE FORCED LANDING AND RECEIVED SUBSTANTIAL DAMAGE WHEN IT FLIPPED OVER ON THE THIRD BOUNCE. THE PILOT MADE STATEMENTS TO THREE PERSONS THAT HE 'RAN OUT OF GAS'. A FOURTH PERSON ALLEGES THAT HE SAW FUEL RUNNING FROM THE AIRCRAFT. THE ENGINE WAS SUBSEQUENTLY TEST RUN AND OPERATED NORMALLY.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: IMPROPER INFLIGHT PLANNING WHICH ALLOWED THE ENGINE TO LOSE POWER DUE TO FUEL EXHAUSTION.

Findings

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

Findings

1. (C) FLUID,FUEL - EXHAUSTION
 2. (C) REFUELING - NOT PERFORMED - PILOT IN COMMAND
 3. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
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Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: NOSE OVER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

Pilot Information

Certificate:	Commercial	Age:	19, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Center
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 3 Invalid Medical for flight	Last FAA Medical Exam:	October 29, 1987
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	1242 hours (Total, all aircraft), 601 hours (Total, this make and model), 1119 hours (Pilot In Command, all aircraft), 46 hours (Last 90 days, all aircraft), 29 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N9583G
Model/Series:	A188B A188B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	18801545T
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	March 28, 1989 Annual	Certified Max Gross Wt.:	4200 lbs
Time Since Last Inspection:	3 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3743 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Not installed	Engine Model/Series:	IO-520-D
Registered Owner:	CHADWICK Q HILDE	Rated Power:	300 Horsepower
Operator:	HILDE AVIATION	Operating Certificate(s) Held:	
Operator Does Business As:	HILDE AG SERVICE	Operator Designator Code:	FWNG

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Dusk
Observation Facility, Elevation:	SAV ,187 ft msl	Distance from Accident Site:	2 Nautical Miles
Observation Time:	18:50 Local	Direction from Accident Site:	350°
Lowest Cloud Condition:	Clear	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	21°C / 16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	Dirt
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	32.440547,-81.769279(est)

Administrative Information

Investigator In Charge (IIC): Wachslar, Harry

Additional Participating Persons:

Original Publish Date: March 12, 1990

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=7826>

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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](#).