



Aviation Investigation Final Report

Location:	Devils Lake, North Dakota	Accident Number:	CEN11CA502
Date & Time:	July 21, 2011, 19:30 Local	Registration:	N731AU
Aircraft:	Cessna A188B	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

The pilot was performing an aerial application of a field when he executed a turn to line up for the next spray pass. During the turn, the airspeed slowed, and the airplane stalled. The airplane impacted the field and sustained substantial damage to both wings. The pilot stated that he should have discontinued the turn rather than attempt to align the airplane for the next spray pass.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain an adequate airspeed while maneuvering, which resulted in a stall during the aerial application.

Findings

Aircraft	Airspeed - Not attained/maintained
Aircraft	Angle of attack - Capability exceeded

Factual Information

History of Flight

Maneuvering-low-alt flying	Loss of control in flight (Defining event)
Uncontrolled descent	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	61, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Center
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	July 8, 2011
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	June 4, 2011
Flight Time:	2600 hours (Total, all aircraft), 5000 hours (Total, this make and model), 25700 hours (Pilot In Command, all aircraft), 150 hours (Last 90 days, all aircraft), 100 hours (Last 30 days, all aircraft), 10 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N731AU
Model/Series:	A188B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Restricted (Special)	Serial Number:	18802751T
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	May 15, 2011 Annual	Certified Max Gross Wt.:	4200 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3226 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	Not installed	Engine Model/Series:	IO-520-09B
Registered Owner:	Individual	Rated Power:	300 Horsepower
Operator:	Wakefield Flight Service Inc	Operating Certificate(s) Held:	
Operator Does Business As:	Wakefield Flight Service Inc	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	DVL,1456 ft msl	Distance from Accident Site:	
Observation Time:	18:55 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.76 inches Hg	Temperature/Dew Point:	27°C / 11°C
Precipitation and Obscuration:	Light - None -		
Departure Point:	Devils Lake, ND (PVT)	Type of Flight Plan Filed:	None
Destination:	Devils Lake, ND	Type of Clearance:	None
Departure Time:		Type of Airspace:	

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:	48.034721,-98.934448(est)

Administrative Information

Investigator In Charge (IIC):	Gallo, Mitchell
Additional Participating Persons:	Verl Addison; Federal Aviation Administration; Fargo, ND
Original Publish Date:	October 6, 2011
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=81216

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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](#).