



Aviation Investigation Final Report

Location:	Louisburg, North Carolina	Accident Number:	ERA15CA027
Date & Time:	October 23, 2014, 11:00 Local	Registration:	N731PM
Aircraft:	Cessna A188B	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Positioning		

Analysis

The pilot stated that after dispersing a load he returned, and landed uneventfully on runway 5, which was the runway in use, reporting that the wind was from the west northwest at approximately 9 knots with gusts to 16 knots. He loaded the ant bait, taxied out, and during the takeoff roll from runway 5, about 600 to 800 feet down the runway, he indicated that he, "really got hit with a gust" estimated to be at 20 knots. When the wind gust occurred the tail wheel had not been raised from the runway yet. He indicated that he lost directional control resulting in a ground loop, and the airplane weather vaned, hit the edge, and bounced then came down with the sideload resulting in damage. He attempted to correct with rudder and brake but he was unable to. He indicated there was nothing wrong with the airplane that caused the accident.

A surface observation taken from the accident airport about 5 minutes before the accident indicates the wind was variable from 280 to 340 degrees at 7 knots.

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 directional control during takeoff.

Findings

Aircraft	(general) - Not attained/maintained
Personnel issues	(general) - Pilot

Factual Information

History of Flight

Takeoff	Loss of control on ground (Defining event)
----------------	--

Pilot Information

Certificate:	Commercial	Age:	70
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Single
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	November 7, 2013
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	February 6, 2013
Flight Time:	20000 hours (Total, all aircraft), 8000 hours (Total, this make and model), 18000 hours (Pilot In Command, all aircraft), 27 hours (Last 90 days, all aircraft), 27 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N731PM
Model/Series:	A188B	Aircraft Category:	Airplane
Year of Manufacture:	1977	Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	18803048
Landing Gear Type:	Tailwheel	Seats:	
Date/Type of Last Inspection:	April 5, 2014 Annual	Certified Max Gross Wt.:	4000 lbs
Time Since Last Inspection:	32 Hrs	Engines:	Reciprocating
Airframe Total Time:	8416.6 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	Not installed	Engine Model/Series:	IO-550
Registered Owner:	AIR AG INC	Rated Power:	300 Horsepower
Operator:	AIR AG INC	Operating Certificate(s) Held:	Agricultural aircraft (137)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	LHZ,368 ft msl	Distance from Accident Site:	
Observation Time:	10:55 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:		Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	30.01 inches Hg	Temperature/Dew Point:	14°C / 6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Louisburg, NC (LHZ)	Type of Flight Plan Filed:	None
Destination:	Louisburg, NC (LHZ)	Type of Clearance:	None
Departure Time:	11:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	Traingle North Executive Arpt LHZ	Runway Surface Type:	Asphalt
Airport Elevation:	368 ft msl	Runway Surface Condition:	Dry
Runway Used:	05	IFR Approach:	None
Runway Length/Width:	5498 ft / 100 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:	36.024723,-78.32917(est)

Administrative Information

Investigator In Charge (IIC):	Monville, Timothy
Additional Participating Persons:	Clinton Festa; FAA/FSDO; Greensboro, NC
Original Publish Date:	January 12, 2015
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=90303

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](#).