



Aviation Investigation Final Report

Location:	Pine Bluffs, Wyoming	Accident Number:	CEN15LA250
Date & Time:	May 27, 2015, 07:00 Local	Registration:	N1965J
Aircraft:	Cessna T188C	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

The pilot reported that the wind was light and variable during the landing approach. Upon touchdown and the pilot's application of forward elevator control, the airplane veered sharply right. The pilot made "full aerodynamic controls" inputs and applied the left brake, but the airplane did not stop veering right. The airplane subsequently departed the right side of the runway and struck a small berm, which bent the left main landing gear aft. The airplane slid to a stop, crushing the engine cowling and wrinkling both wings. The only skid marks found on the runway after the accident were made by the left tire. When the airplane was raised by a lift, the right tire assembly spun freely. The right brake drum was found to be deeply grooved, but there was no indication that the right wheel had seized. Postaccident examination of the airplane revealed no evidence of mechanical malfunctions or failures that would have precluded normal operation.

Probable Cause and Findings

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

The pilot's loss of directional control to the right for reasons that could not be determined during examination of the right main landing gear wheel and brake drum.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Runway excursion
Landing-landing roll	Collision with terr/obj (non-CFIT)

On May 27, 2015, about 0700 mountain daylight time, a Cessna T188C, N1965J, departed the right side of the runway 08 after landing at Pine Bluffs Municipal Airport (82V), Pine Bluffs, Wyoming. The pilot, the sole occupant on board, was not injured. The airplane was substantially damaged. The airplane was registered to and operated by Circle S Aviation, LLC, Pine Bluffs, Wyoming, under the provisions of 14 Code of Federal Regulations Part 137 as an aerial application flight. Day visual meteorological conditions prevailed at the time of the accident, and no flight plan had been filed. The local flight originated from 82V about 0540.

The pilot said the winds were light and variable as he made his landing approach. Upon touch down and upon application of forward elevator control, the airplane veered sharply to the right. Full aerodynamic control inputs and the application of left brake did not stop the veer. The airplane departed the right side of the runway and struck a small berm. The left main landing gear was bent aft, and the airplane slid to a stop, crushing the engine cowling and wrinkling both wings. The pilot's verbal statement given to the Federal Aviation Administration (FAA) and his written statement contained in this accident report were similar.

An FAA inspector examined the airplane and reported that the only skid marks on the runway were from the left tire. When the aircraft was raised by a lift, the right tire assembly spun freely. The right brake drum was found to be deeply grooved, but there was no indication the right wheel had seized. The reason for the runway departure could not be determined.

Pilot Information

Certificate:	Airline transport; Commercial	Age:	58
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:	May 4, 2015
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	June 7, 2014
Flight Time:	(Estimated) 2538 hours (Total, all aircraft), 390 hours (Total, this make and model), 1260 hours (Pilot In Command, all aircraft), 16 hours (Last 90 days, all aircraft), 16 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N1965J
Model/Series:	T188C	Aircraft Category:	Airplane
Year of Manufacture:	1978	Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	T18803308T
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	May 7, 2015 Annual	Certified Max Gross Wt.:	300 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	6058 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	Not installed	Engine Model/Series:	TSIO-520-T
Registered Owner:	Circle S Aviation, LLC	Rated Power:	310 Horsepower
Operator:	Circle S Aviation, LLC	Operating Certificate(s) Held:	Agricultural aircraft (137)
Operator Does Business As:		Operator Designator Code:	004G

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	82V,5152 ft msl	Distance from Accident Site:	
Observation Time:	06:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.09 inches Hg	Temperature/Dew Point:	10°C / 6°C
Precipitation and Obscuration:			
Departure Point:	Pine Bluffs, WY (81V)	Type of Flight Plan Filed:	None
Destination:	Pine Bluffs, WY (82V)	Type of Clearance:	None
Departure Time:	05:40 Local	Type of Airspace:	Class G

Airport Information

Airport:	Pine Bluffs Municipal 82V	Runway Surface Type:	Asphalt
Airport Elevation:	5152 ft msl	Runway Surface Condition:	Dry
Runway Used:	08	IFR Approach:	None
Runway Length/Width:	5331 ft / 75 ft	VFR Approach/Landing:	Full stop;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:	41.180458,-104.059898(est)

Administrative Information

Investigator In Charge (IIC):	Scott, Arnold
Additional Participating Persons:	Harvey Haynes; FAA Flight Standards District Office; Denver, CO Brian Richardson; FAA Flight Standards District Office; Denver, CO
Original Publish Date:	September 24, 2015
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=91296

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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](#).