



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	COVINGTON, TN	<b>Accident Number:</b>	ATL95LA002
<b>Date &amp; Time:</b>	10/01/1994, 1700 CDT	<b>Registration:</b>	N731PS
<b>Aircraft:</b>	CESSNA 188	<b>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	Part 137: Agricultural		

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## Analysis

THE PILOT OVERSHOT THE CENTERLINE OF THE PREPARED RUNWAY AND LANDED IN THE GRASS ADJACENT TO THE RUNWAY. DURING THE LANDING ROLL THE AIRPLANE GROUNDLOOPEd, BREAKING OFF THE RIGHT MAIN LANDING GEAR, AND DRAGGING THE WING ON THE GROUND. HE REPORTED THAT THE RUDDER HAD NOT RESPONDED TO HIS ATTEMPTS TO CORRECT THE OVERSHOOT. AN INSPECTION OF THE RUDDER SYSTEM SHOWED THAT IT WAS FUNCTIONAL. THE BRAKE PAD WAS NOT EXCESSIVELY WORN, AND THE SEVERED WHEEL BRAKE LINE DID NOT EXHIBIT ANY PRE-IMPACT DAMAGE.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:  
The pilot's failure to maintain directional control during landing.

## Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: LANDING - ROLL

### Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

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Occurrence #2: MAIN GEAR COLLAPSED  
Phase of Operation: LANDING - ROLL

### Findings

3. LANDING GEAR,MAIN GEAR - OVERLOAD

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Occurrence #3: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID  
Phase of Operation: LANDING - ROLL

## Pilot Information

<b>Certificate:</b>	Airline Transport; Commercial; Foreign; Student	<b>Age:</b>	47
<b>Airplane Rating(s):</b>	None; Single-engine Land; Single-engine Sea	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	Airship; None	<b>Instructor Rating(s):</b>	Helicopter; None
<b>Flight Time:</b>	3696 hours (Total, all aircraft), 1627 hours (Total, this make and model), 200 hours (Last 90 days, all aircraft), 80 hours (Last 30 days, all aircraft), 9 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N731PS
<b>Model/Series:</b>	188 188	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	BAKER FLYING SERVICE	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>Operating Certificate(s) Held:</b>		<b>Engine Model/Series:</b>	IO-520-D(26)
<b>Flight Conducted Under:</b>	Part 137: Agricultural		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	NQA, 320 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	Calm / ,
<b>Temperature:</b>	30° C	<b>Visibility</b>	7 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	(M04)	<b>Destination:</b>	, TN (M04)

## Airport Information

<b>Airport:</b>	COVINGTON MUNICIPAL (M04)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	0	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	5000 ft / 100 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

Investigator In Charge (IIC): PRESTON E HICKS,

Adopted Date: 05/04/1995

Investigation Docket: NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at [pubinq@ntsb.gov](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.