



National Transportation Safety Board Aviation Accident Final Report

Location:	PELHAM, GA	Accident Number:	ATL96LA099
Date & Time:	07/01/1996, 1015 EDT	Registration:	N9088R
Aircraft:	Cessna 188	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

The pilot stated that as he increased the throttle on the takeoff roll, the airplane veered off the runway to the left, and collided with a cotton picker (vehicle).

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: failure of the pilot to maintain directional control on the takeoff roll, which resulted in the airplane veering off the runway and colliding with a cotton picker (vehicle).

Findings

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

Findings

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

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

3. OBJECT - VEHICLE

Factual Information

On July 1, 1996, at about 1015 eastern daylight time, a Cessna 188, N9088R, registered to a private owner, operating as a 14 CFR Part 137 aerial application flight, experienced an on ground loss of directional control on the takeoff roll from a private airstrip. Visual meteorological conditions prevailed and no flight plan was filed. The airplane sustained substantial damage. The commercial pilot reported no injuries. The flight was originating from Snake Bite Airstrip at the time of the accident.

The pilot stated as he increased the throttle on the takeoff roll, the airplane veered off the runway to the left, and collided with a cotton picker.

Pilot Information

Certificate:	Commercial	Age:	36, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Center
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	05/09/1996
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	3276 hours (Total, all aircraft), 2212 hours (Total, this make and model), 3101 hours (Pilot In Command, all aircraft), 78 hours (Last 90 days, all aircraft), 75 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N9088R
Model/Series:	188 188	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Restricted	Serial Number:	8802108-T
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	07/01/1995, Annual	Certified Max Gross Wt.:	3300 lbs
Time Since Last Inspection:	202 Hours	Engines:	1 Reciprocating
Airframe Total Time:	5029 Hours	Engine Manufacturer:	Continental
ELT:	Not installed	Engine Model/Series:	IO-520
Registered Owner:	FLYNT'S CROP DUSTING	Rated Power:	300 hp
Operator:	FLYNT'S CROP DUSTING	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	GWVG

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ABY, 197 ft msl	Distance from Accident Site:	27 Nautical Miles
Observation Time:	0949 EDT	Direction from Accident Site:	360°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	6 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	29° C / 21° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1014 EDT	Type of Airspace:	Class G

Airport Information

Airport:	SNAKE BITE (NONE)	Runway Surface Type:	Asphalt
Airport Elevation:	360 ft	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	2500 ft / 100 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	ROFF H SASSER	Report Date:	10/04/1996
Additional Participating Persons:	ALEX H GAY; COLLEGE PARK, GA		
Publish Date:			
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 , or at 800-877-6799. Dockets released after this date are available at http://dms.ntsbt.gov/pubdms/ .		

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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).