



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	CENTRE, AL	<b>Accident Number:</b>	ATL92LA173
<b>Date &amp; Time:</b>	09/02/1992, 1600 CDT	<b>Registration:</b>	N4845Q
<b>Aircraft:</b>	CESSNA A188B	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 137: Agricultural		

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## Analysis

THE AG PILOT HAD BEEN SPRAYING COTTON FIELDS FOR ABOUT AN HOUR, AND WAS PERFORMING ANOTHER PASS. HE REPORTED 'ROLLING AND TURBULENT' WINDS NEAR THE TREE LINES. AS HE PULLED THE STICK AFT TO ARREST THE SINK RATE, THE AIRCRAFT CONTINUED TO DESCEND. THE LANDING GEAR BOGGED DOWN IN THE COTTON AND THE AIRCRAFT CONTACTED THE GROUND, RESULTING IN STRUCTURAL DAMAGE TO THE AIRFRAME. THE PILOT REPORTED THAT JUST PRIOR TO THE COLLISION, HE LOST ABOUT 20 KNOTS OF AIRSPEED DUE TO WIND SHEAR.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S INADEQUATE COMPENSATION FOR EXISTING WIND CONDITIONS, WHICH RESULTED IN HIS INABILITY TO MAINTAIN A PROPER ALTITUDE. FACTORS WERE THE TURBULENCE AND WIND SHEAR PRESENT AT THE TIME OF THE ACCIDENT.

## Findings

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Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: MANEUVERING - AERIAL APPLICATION

### Findings

1. (F) WEATHER CONDITION - TURBULENCE
2. (F) WEATHER CONDITION - WINDSHEAR
3. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
4. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	50, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Center
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Invalid Medical for flight	<b>Last FAA Medical Exam:</b>	08/08/1991
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	9000 hours (Total, all aircraft), 3000 hours (Total, this make and model), 400 hours (Last 90 days, all aircraft), 200 hours (Last 30 days, all aircraft), 15 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N4845Q
<b>Model/Series:</b>	A188B A188B	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Restricted	<b>Serial Number:</b>	18802581T
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	09/01/1992, Continuous Airworthiness	<b>Certified Max Gross Wt.:</b>	4200 lbs
<b>Time Since Last Inspection:</b>	4 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	4800 Hours	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	IO-520-D
<b>Registered Owner:</b>	TIMMONS, CHARLES C.	<b>Rated Power:</b>	285 hp
<b>Operator:</b>	HOPPE, DONALD L.	<b>Operating Certificate(s) Held:</b>	

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	7 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots / 9 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	29° C / 21° C
Precipitation and Obscuration:			
Departure Point:	CENTRE, AL (A04)	Type of Flight Plan Filed:	None
Destination:	(A04)	Type of Clearance:	None
Departure Time:	1450 CDT	Type of Airspace:	Class G

## 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):	RALPH E HICKS	Report Date:	05/26/1993
Additional Participating Persons:	JOHN F KEESEY; BIRMINGHAM, AL		
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 <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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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](#).