National Transportation Safety Board
Aviation Accident Data Summary

Location:	NICKERSON, KS	**Accident Number:**	CHI00LA289
Date & Time:	09/01/2000, 1600 CDT	**Registration:**	N9326R
Aircraft:	Cessna A188B	**Injuries:**	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

During initial climb after takeoff the aerial application aircraft, loaded with 165-gallons of chemical, impacted a hay bale located off the end of the runway. The pilot maneuvered the aircraft back for a landing and during the landing the right main landing gear collapsed, the right wing impacted the terrain, and the aircraft skidded to a stop. Witnesses to the accident saw the aircraft impact a hay bale, located off the end of the runway used for the takeoff run, severing the right main landing gear. The pilot reported that the accident could have been prevented by, "I could have carried a smaller load or simply not flown when the density altitude gets too high. Also could have checked the adjacent fields for temporary obstructions (in this case some hay bales) that may have been placed there." The density altitude was approximated at 4,780-mean sea level.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: altidude/clearance not obtained/maintained by the pilot. Factors to the accident were the hay bale, the inadequate preflight planning/preparation by the pilot, the high-density altitude, and the high weight of the aircraft at the time of the accident.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings
1. (F) OBJECT - OTHER
2. (C) ALTITUDE/CLEARANCE - NOT OBTAINED/MAINTAINED - PILOT IN COMMAND
3. (F) WEATHER CONDITION - HIGH DENSITY ALTITUDE
4. (F) AIRCRAFT WEIGHT AND BALANCE - HIGH
5. (F) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

Occurrence #2: GEAR COLLAPSED
Phase of Operation: LANDING

Findings
6. (F) LANDING GEAR,MAIN GEAR - FAILURE,TOTAL

Pilot Information

Certificate:	Flight Instructor; Commercial	**Age:**	42
Airplane Rating(s):	Multi-engine Land; Single-engine Land	**Instrument Rating(s):**	Airplane
Other Aircraft Rating(s):	Glider	**Instructor Rating(s):**	Airplane Multi-engine; Airplane Single-engine; Glider
Flight Time:	1980 hours (Total, all aircraft), 298 hours (Total, this make and model), 1775 hours (Pilot In Command, all aircraft), 206 hours (Last 90 days, all aircraft), 73 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	**Registration:**	N9326R
Model/Series:	A188B A188B	**Engines:**	1 Reciprocating
Operator:	BRIAN ANDREW BIRD	**Engine Manufacturer:**	Continental
Operating Certificate(s) Held:		**Engine Model/Series:**	IO-520-D
Flight Conducted Under:	Part 137: Agricultural		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	**Condition of Light:**	Day
Observation Facility, Elevation:	HUT, 1542 ft msl	**Weather Information Source:**	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	**Wind Speed/Gusts, Direction:**	10 knots / , 210°
Temperature:	102°C	**Visibility**	10 Miles
Precipitation and Obscuration:			
Departure Point:	(PVT)	**Destination:**	

Airport Information

Airport:	PRIVATE AIRSTRIP (PVT)	**Runway Surface Type:**	Gravel
Runway Used:	27	**Runway Surface Condition:**	Dry
Runway Length/Width:	2600 ft / 15 ft		

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):	ANDREW T FOX	**Adopted Date:**	10/09/2001
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.ntsb.gov/pubdms/.		