



National Transportation Safety Board Aviation Accident Data Summary

Location:	ANTELOPE WELLS, NM	Accident Number:	DEN88LA196
Date & Time:	09/01/1988, 1730 MDT	Registration:	N3184C
Aircraft:	CESSNA 182RG	Injuries:	4 None
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

THE COMMERCIAL PLT WAS FLYING THREE PASSENGERS TO BUY CATTLE. DURING TAKEOFF FROM A 5,000 X 75 FT, WET GRAVEL AIRSTRIP, THE PLT ELECTED TO USE ONLY THE LEFT SIDE OF THE RWY TO AVOID MUD. HE USED A SOFT FIELD TAKEOFF, WITH A NOSE HIGH ATTITUDE, WHICH LIMITED HIS FORWARD VISIBILITY. HE DID NOT NOTICE SEVERAL PILES OF GRAVEL ALONG THE LEFT SIDE OF THE RWY. JUST PRIOR TO LIFTOFF, THE LEFT MAIN GEAR HIT A PILE OF GRAVEL AND THE ACFT TURNED LEFT, DEPARTING THE RWY. THE UNDERSIDE OF THE FUSELAGE HIT ANOTHER PILE OF GRAVEL AND TORE A 3 FT LONG HOLE IN THE FUSELAGE. THE PILOT ABORTED THE TAKEOFF AND TAXIED BACK TO THE STARTING POINT. AFTER THE ACCIDENT THE PILOT NOTED THAT THE LEFT MAIN GEAR WAS PUSHED BACK AND THE GEAR MOUNT WAS DAMAGED. THE FUSELAGE WAS EXTENSIVELY WRINKLED.

Probable Cause

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

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (F) TERRAIN CONDITION - ROUGH/UNEVEN
2. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND
3. (C) VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
4. (F) OBJECT - OTHER

Pilot Information

Certificate:	Airline Transport; Flight Instructor	Age:	54
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane
Flight Time:	5037 hours (Total, all aircraft), 269 hours (Total, this make and model), 4759 hours (Pilot In Command, all aircraft), 181 hours (Last 90 days, all aircraft), 75 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N3184C
Model/Series:	182RG 182RG	Engines:	1 Reciprocating
Operator:	AMARILLO FLYING SERVICE	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	On-demand Air Taxi (135)	Engine Model/Series:	O-540-J3C5D
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Pilot
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	5 knots / , 320°
Temperature:	27° C	Visibility	20 Miles
Precipitation and Obscuration:			
Departure Point:	(NONE)	Destination:	DEMING, NM (DMN)

Airport Information

Airport:	RANCH STRIP (NONE)	Runway Surface Type:	Gravel
Runway Used:	32	Runway Surface Condition:	Wet
Runway Length/Width:	5000 ft / 75 ft		

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): ROBERT B COLLINS Adopted Date: 12/06/1989

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.nts.gov/pubdms/>.

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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.