

## Jonathan Aslesen Pilot Report

August 2, 2018

Watkins, Mn

I took off around 9:45 Am Thursday August 2 from Litchfield airport (KLJF) for the third load/flight of the day. Taking off I had full fuel(37 gal). I had about a 20-minute ferry to the field I was going to spray, which was just north of Watkins, MN. Weather for the area was very good, light winds, clear sky, and 10+ visibility. Upon arriving to the field, I circled it a few times, checking for hazards and surveying the surroundings. At this point, the airplane had still been running normal. I sprayed a few passes down the south edge of the field, when continuing with another pass, I realized first that my rpm's had backed off. That was the first indication something was malfunctioning when I was pulling out of the field and starting a turn. I pushed my prop forward to get more rpm and it went back, but shortly after it started to decline again. With prop full forward, I was only at 2100 rpm and it was decreasing along with oil pressure on the decline and oil temp increasing. I pushed everything forward(mixture,prop,throttle). Since I was in the turn, I decided to keep heading back to the field since I was unable to make a safe landing on any of the roads and the others were too far. On the west end of the field there were large powerlines and homes on the south and north side of the field which I did not want to get near. So, I only had enough time for the corn. Continuing to watch my gauges in the turn back to the field, I could start to smell the increasing temp of the motor as well as oil pressure was around 7 psi and still declining. As I came back over the field, I opened the dump gate slightly, fanning the load out along the field. As the plane started coming down, I did one last check of everything and the engine at this point was coughing on the way down. I then landed the Cessna 188 in the corn and once it got slow enough it angled up on the nose. I secured the airplane cockpit and exited the aircraft. A bystander must have seen, because the police were there within 5-10 minutes. The aircraft only had damages to the right wing-tip, prop, engine and engine cowling.