Aviation Investigation Final Report

Location:	BETHEL, Alaska	**Accident Number:**	ANC95LA043
Date & Time:	April 14, 1995, 18:00 Local	**Registration:**	N9736B
Aircraft:	CESSNA 180A	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	1 None
Flight Conducted Under:	Part 91: General aviation - Positioning		

Analysis

THE CESSNA WAS SUBSTANTIALLY DAMAGED WHEN IT NOSED DOWN AFTER ENCOUNTERING JET BLAST FROM A BOEING 737 THAT INITIATED TAXI FOR TAKEOFF. RAMP PERSONNEL MARSHALLING THE 737 FROM THE RAMP STATED THAT THE CESSNA WAS NOT OBSERVED UNTIL AFTER THE 737 MOVED AHEAD ABOUT 10 FEET AND STARTED TURNING TO THE RIGHT TOWARD THE TAXIWAY. THE RAMP PERSONNEL NOTED THAT THE CESSNA WAS WITHIN THE CONFINES OF THE AIRLINE'S MARKED PERIMETER AREA AT THE TIME OF THE ACCIDENT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE CESSNA PILOT'S FAILURE TO MAINTAIN SUFFICIENT CLEARANCE FROM THE TRANSPORT AIRPLANE WHILE TAXIING, AND THE GROUND PERSONNEL'S INADEQUATE LOOKOUT WHILE MARSHALLING THE TRANSPORT AIRPLANE FROM THE RAMP.

Findings

Occurrence #1: PROPELLER BLAST OR JET EXHAUST/SUCTION
Phase of Operation: TAXI - FROM LANDING

Findings
1. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
2. (C) VISUAL LOOKOUT - INADEQUATE - GROUND PERSONNEL

Occurrence #2: NOSE DOWN
Phase of Operation: TAXI - FROM LANDING

Factual Information

On April 14, 1995, about 1800 Alaska daylight time, a Cessna 180A airplane, N9736B, sustained substantial damage while taxiing to parking after landing at the Bethel Airport, Bethel, Alaska. The solo airline transport certificated pilot was not injured. The airplane was owned by the pilot and operated by Kusko Aviation, and was operating in visual meteorological conditions as a 14 CFR Part 91 positioning flight.

The pilot reported he was taxiing behind a parked Mark Air 737-200 airplane while en route to the parking ramp for Kusko Aviation. He said as he approached the Mark Air jet, the jet accelerated away from the parking ramp to begin taxi for takeoff. The resulting exhaust thrust from the jet struck the Cessna, and the Cessna nosed down, damaging the propeller, cowl, left aileron and left wing tip.

The flight crew of the Mark Air jet were facing away from the Cessna, and were unaware of the accident. A Mark Air employee who was marshalling the 737 from parking stated that he was "moving the aircraft forward for about 7 to 10 feet then I started to turn the aircraft to my left. About five feet into the turn, I saw a small single-engine aircraft cross Mark Air's ramp going into their own ramp. That was when the single- engine's tail caught air and landing on his nose and left wing." The Mark Air airplane, N676MA, Flight 24, was operating as a 14 CFR Part 121 passenger flight, and was departing for Anchorage, Alaska, with two flight crew members, two flight attendants, and 67 passengers aboard.

Pilot Information

Certificate:	Airline transport	**Age:**	52,Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	**Seat Occupied:**	Left
Other Aircraft Rating(s):	None	**Restraint Used:**	
Instrument Rating(s):	Airplane	**Second Pilot Present:**	No
Instructor Rating(s):	None	**Toxicology Performed:**	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	**Last FAA Medical Exam:**	December 29, 1994
Occupational Pilot:	Yes	**Last Flight Review or Equivalent:**	
Flight Time:	10000 hours (Total, all aircraft), 1000 hours (Total, this make and model), 9000 hours (Pilot In Command, all aircraft), 150 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	**Registration:**	N9736B
Model/Series:	180A 180A	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	50034
Landing Gear Type:	Tailwheel	**Seats:**	4
Date/Type of Last Inspection:	April 12, 1995 100 hour	**Certified Max Gross Wt.:**	2650 lbs
Time Since Last Inspection:	8 Hrs	**Engines:**	1 Reciprocating
Airframe Total Time:	4300 Hrs	**Engine Manufacturer:**	CONTINENTAL
ELT:	Installed, not activated	**Engine Model/Series:**	O-470-K
Registered Owner:	ALFRED J. DAIGNEAU	**Rated Power:**	230 Horsepower
Operator:	KUSKO AVIATION	**Operating Certificate(s) Held:**	On-demand air taxi (135)
Operator Does Business As:		**Operator Designator Code:**	KUSA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	BET ,123 ft msl	**Distance from Accident Site:**	
Observation Time:	17:55 Local	**Direction from Accident Site:**	
Lowest Cloud Condition:	Scattered / 8000 ft AGL	**Visibility**	40 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	11 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	70°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	29 inches Hg	**Temperature/Dew Point:**	6°C / -2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ATMAUTLUK , AK (ATT)	**Type of Flight Plan Filed:**	Company VFR
Destination:	(PABE)	**Type of Clearance:**	None
Departure Time:	17:45 Local	**Type of Airspace:**	Class D

Airport Information

Airport:	BETHEL BET	**Runway Surface Type:**	
Airport Elevation:	120 ft msl	**Runway Surface Condition:**	
Runway Used:	0	**IFR Approach:**	None
Runway Length/Width:		**VFR Approach/Landing:**	

Wreckage and Impact Information

Crew Injuries:	1 None	**Aircraft Damage:**	Substantial
Passenger Injuries:		**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	1 None	**Latitude, Longitude:**	60.809997,-161.849884(est)

Administrative Information

Investigator In Charge (IIC):	La belle, James
Additional Participating Persons:	BILL W RAE; ANCHORAGE , AK
Original Publish Date:	September 24, 1995
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=2640