



Aviation Investigation Final Report

Location:	BURLEY, Idaho	Accident Number:	SEA91LA167
Date & Time:	July 12, 1991, 19:30 Local	Registration:	N6302G
Aircraft:	CESSNA A188B	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 137: Agricultural		

Analysis

THE PILOT OF THE CESSNA 188 STATED THAT HE WAS IN CRUISE FLIGHT, EN ROUTE TO AN AERIAL APPLICATION, WHEN THE AIRCRAFT EXPERIENCED A TOTAL LOSS OF ENGINE POWER. THE PILOT FELT HE WAS TOO LOW FOR ANY EMERGENCY CORRECTIVE ACTION, SO HE DUMPED HIS CHEMICAL LOAD, AND ATTEMPTED AN EMERGENCY LANDING IN A VACANT LOT NEAR THE CENTER OF TOWN. DURING THE FLARE THE WING OF THE AIRCRAFT HIT A TREE, CAUSING IT TO SEPARATE JUST PRIOR TO GROUND IMPACT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: POWERPLANT FAILURE FOR UNDETERMINED REASONS. FACTORS INCLUDE IN-FLIGHT COLLISION WITH A TREE.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF

Phase of Operation: CRUISE

Findings

1. (C) POWERPLANT - UNDETERMINED

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - UNCONTROLLED

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

2. (F) OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Commercial	Age:	54, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
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:	February 8, 1991
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	8401 hours (Total, all aircraft), 680 hours (Total, this make and model), 8047 hours (Pilot In Command, all aircraft), 90 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N6302G
Model/Series:	A188B A188B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	18801185
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	January 2, 2000 Unknown	Certified Max Gross Wt.:	3300 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Not installed	Engine Model/Series:	IO-520-D
Registered Owner:	RICHARD KENNET	Rated Power:	300 Horsepower
Operator:	RICHARD KENNET	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	NRYG

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	BURLEY , ID (BYI)	Type of Flight Plan Filed:	None
Destination:	BURLEY , ID (BYI)	Type of Clearance:	None
Departure Time:	19:30 Local	Type of Airspace:	

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	42.390522,-113.780189(est)

Administrative Information

Investigator In Charge (IIC):	Anderson, Orrin
Additional Participating Persons:	JIM MURPHY; SALT LAKE CITY , UT
Original Publish Date:	September 28, 1992
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=41479

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).