



# Aviation Investigation Final Report

<b>Location:</b>	TWIN FALLS, Idaho	<b>Accident Number:</b>	SEA92LA157
<b>Date &amp; Time:</b>	July 20, 1992, 08:30 Local	<b>Registration:</b>	N78734
<b>Aircraft:</b>	CESSNA A188B	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 137: Agricultural		

## Analysis

THE PILOT OF THE CESSNA AG TRUCK STATED THAT HE DEPARTED WITH 50 GALLONS OF FUEL AND FLEW FOR ONE AND A HALF HOURS, CONDUCTING AGRICULTURAL OPERATIONS. HE STATED THAT HE HAD A POWER LOSS DURING A PULL UP AND MADE A FORCED LANDING ATTEMPT. A TOTAL OF APPROXIMATELY FOUR GALLONS OF FUEL WERE DRAINED FROM THE AIRCRAFT WHEN IT WAS RECOVERED, AND THE ENGINE WAS RUN WITH NO APPARENT MECHANICAL DISCREPANCIES NOTED.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO REFUEL RESULTING IN FUEL EXHAUSTION AND THE UNSUITABLE TERRAIN ENCOUNTERED DURING THE FORCED LANDING.

### Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL  
Phase of Operation: MANEUVERING - AERIAL APPLICATION

#### Findings

1. (C) FLUID,FUEL - EXHAUSTION
2. (C) REFUELING - NOT PERFORMED - PILOT IN COMMAND

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Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

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Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING

Findings

3. (F) TERRAIN CONDITION - DITCH

4. (C) TERRAIN CONDITION - NONE SUITABLE

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	38, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	Glider	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine; Glider	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	August 17, 1991
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	5000 hours (Total, all aircraft), 3200 hours (Total, this make and model), 4750 hours (Pilot In Command, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N78734
<b>Model/Series:</b>	A188B A188B	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Restricted (Special)	<b>Serial Number:</b>	1880156T
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	April 3, 1992 Annual	<b>Certified Max Gross Wt.:</b>	4200 lbs
<b>Time Since Last Inspection:</b>	243 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	4704 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>		<b>Engine Model/Series:</b>	IO-520D
<b>Registered Owner:</b>	DAVID S. SIMPSON	<b>Rated Power:</b>	300 Horsepower
<b>Operator:</b>	DAVID S. SIMPSON	<b>Operating Certificate(s) Held:</b>	
<b>Operator Does Business As:</b>	SIMPSON AVIATION	<b>Operator Designator Code:</b>	SOVG

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	TWF ,4151 ft msl	<b>Distance from Accident Site:</b>	3 Nautical Miles
<b>Observation Time:</b>	08:45 Local	<b>Direction from Accident Site:</b>	180°
<b>Lowest Cloud Condition:</b>	Scattered / 6000 ft AGL	<b>Visibility</b>	80 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	11 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	70°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	19°C / 11°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	BUHL , ID (U03 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	(U03 )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	07:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

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

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	43.50024,-111.889259(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Stockhill, Michael
<b>Additional Participating Persons:</b>	JOE WALKER; SALT LAKE CITY , UT
<b>Original Publish Date:</b>	September 28, 1993
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=42857">https://data.ntsb.gov/Docket?ProjectID=42857</a>

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