



Aviation Investigation Final Report

Location:	FAIRBANKS, Alaska	Accident Number:	ANC84LA145
Date & Time:	August 26, 1984, 14:00 Local	Registration:	N731BT
Aircraft:	CESSNA 188	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

THE ACFT LANDED SHORT OF THE RWY AT A MINING STRIP. THE PLT SAID HE ENCOUNTERED A DOWNDRAFT AND IN SPITE OF THE ADDITION OF FULL POWER THE ACFT DESCENDED TO THE GROUND. THE ACFT WAS LOADED WITH 150 GALLONS OF DIESEL FUEL IN THE HOPPER AND THE PLT ATTEMPTED TO JETTISON THE LOAD. THIS ACFT HAS BEEN USED PRIMARILY TO HAUL FUEL TO THE MINING STRIPS IN THE AREA.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) WEATHER CONDITION - CLOUDS
 2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 3. (C) LOAD JETTISON - ATTEMPTED - PILOT IN COMMAND
 4. (C) PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND
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Occurrence #2: UNDERSHOOT
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

Pilot Information

Certificate:	Commercial	Age:	33, 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:	April 16, 1984
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	3530 hours (Total, all aircraft), 200 hours (Total, this make and model), 3405 hours (Pilot In Command, all aircraft), 75 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N731BT
Model/Series:	188 188	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	18802774T
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	February 28, 1984 100 hour	Certified Max Gross Wt.:	3800 lbs
Time Since Last Inspection:	30 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3200 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-520
Registered Owner:	HOLLAND AVIATION	Rated Power:	300 Horsepower
Operator:	HOLLAND AVIATION	Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:		Operator Designator Code:	

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:	Unknown / 3000 ft AGL	Visibility	50 miles
Lowest Ceiling:	Broken / 3000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / 15 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	4°C / -4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	BRADLEY SKY RNC, AK (95Z)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	13:25 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	Traffic pattern

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:	64.810623,-147.720306(est)

Administrative Information

Investigator In Charge (IIC): Kobelnyk, George

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=4344>

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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](#).