



Aviation Investigation Final Report

Location:	SKWENTNA, Alaska	Accident Number:	ANC88LA134
Date & Time:	September 11, 1988, 14:15 Local	Registration:	N9037R
Aircraft:	CESSNA 188B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation		

Analysis

THE AIRLINE TRANSPORT RATED PILOT WAS FLYING A LOAD OF GASOLINE IN A CROP DUSTER TYPE AIRPLANE TO A RESIDENCE IN RURAL ALASKA. THE LANDING SITE WAS A RIVER SAND BAR LOCATED NEAR THE RESIDENCE. THE PILOT STATED, AND WITNESSES CONCUR, THAT THE AIRPLANE'S MAIN LANDING GEAR ENCOUNTERED A SOFT SPOT DURING THE LANDING ROLL AND NOSED OVER. THE PILOT SUFFERED SERIOUS NECK INJURIES IN THE MISHAP. ANOTHER PILOT, WHO WAS ALSO ENGAGED IN HAULING GASOLINE TO THE SAME SITE, SAYS THAT THE ACCIDENT AIRPLANE LANDED OFF TO ONE SIDE FROM THE AREA GENERALLY USED AS A LANDING SITE.

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 - ROLL

Findings

1. (F) TERRAIN CONDITION - SOFT
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND

Occurrence #2: NOSE OVER
Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Airline transport	Age:	45, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	8500 hours (Total, all aircraft), 150 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N9037R
Model/Series:	188B 188B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Utility; Restricted (Special)	Serial Number:	18802087T
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	4000 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-520
Registered Owner:	BENNETT, DENNIS E	Rated Power:	300 Horsepower
Operator:	BENNETT, DENNIS E.	Operating Certificate(s) Held:	None
Operator Does Business As:	G & G CORPORATION	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:	Clear	Visibility	50 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	WILLOW , AK (Z22)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	13:30 Local	Type of Airspace:	Class G

Airport Information

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

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	61.929664,-151.729324(est)

Administrative Information

Investigator In Charge (IIC): La belle, James

Additional Participating Persons:

Original Publish Date: August 8, 1989

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=5075>

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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](#).