



National Transportation Safety Board Aviation Accident Final Report

Location:	NINILCHIK, AK	Accident Number:	ANC92LA153
Date & Time:	09/01/1992, 1733 AKD	Registration:	N1737D
Aircraft:	CESSNA 170B	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Serious
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE STUDENT PILOT MADE A LOW LEVEL PASS TO DROP NEWSPAPERS TO A HUNTING CAMP. WITNESSES SAW A LEFT BANKING TURN AFTER THE PASS AND HEARD AIRCRAFT IMPACT THE TUNDRA, OUT OF SIGHT FROM THE CAMP. PHOTOGRAPHS AND VIDEO OF THE WRECKAGE SHOW A STEEP NOSE DOWN CRUSH PATTERN, LEFT WING DAMAGE. GROUND SCARS SUPPORT A STEEP NOSE DOWN IMPACT AT LOW SPEED. THE AIRPLANE WRECKAGE RESTS NORMALLY ON UNDAMAGED CONVENTIONAL LANDING GEAR. FUEL WAS FOUND IN THE TANKS. WITNESSES RECALLED THE ENGINE 'SOUNDED NORMAL, AT LOW POWER' AT THE TIME OF THE AIR DROP.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE STUDENT PILOT ENTERED A LOW ALTITUDE STALL/MUSH DURING AN AIRDROP MANEUVER. FACTORS CONTRIBUTING TO THE ACCIDENT WERE: THE LOW PASS MANEUVER, AND THE IMPROPER ALTITUDE.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING

Findings

1. (F) ALTITUDE - IMPROPER - PILOT IN COMMAND
2. (F) LOW PASS - INTENTIONAL - PILOT IN COMMAND
3. (C) STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Student	Age:	32, Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	09/04/1990
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	119 hours (Total, all aircraft), 119 hours (Total, this make and model), 75 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N1737D
Model/Series:	170B 170B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	20180
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	07/01/1992, Annual	Certified Max Gross Wt.:	2200 lbs
Time Since Last Inspection:	3 Hours	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	C145
Registered Owner:	SHAWN E. IMBODEN	Rated Power:	145 hp
Operator:	SHAWN E. IMBODEN	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	Overcast / 1500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	7° C
Precipitation and Obscuration:			
Departure Point:	HOMER, AK (HOM)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1630 ADT	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Serious	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	DOUGLAS R HERLIHY	Report Date:	09/28/1993
Additional Participating Persons:	GUSTAF NEUBAUER; ANCHORAGE, AK		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).