



## National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	SKWENTNA, AK	<b>Accident Number:</b>	ANC00LA040
<b>Date &amp; Time:</b>	04/02/2000, 1330 AKD	<b>Registration:</b>	N704GK
<b>Aircraft:</b>	Cessna 150M	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None

**Flight Conducted Under:** Part 91: General Aviation - Instructional

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On April 2, 2000, about 1330 Alaska daylight time, a wheel equipped Cessna 150M airplane, N704GK, sustained substantial damage while landing at a private airstrip located about 8 miles south of Skwentna, Alaska, at 61 degrees 57 minutes north latitude, 151 degrees 11 minutes west longitude. The airplane was being operated as a visual flight rules (VFR) cross-country instructional flight under Title 14, CFR Part 91, when the accident occurred. The solo student pilot was not injured. Visual meteorological conditions prevailed, and a VFR flight plan was filed. The flight originated at the Anchorage International Airport, Anchorage, about 1300.

During a telephone conversation with the National Transportation Safety Board investigator-in-charge on April 3, the pilot reported that he had rented the airplane in order to complete his first solo cross-country flight between Anchorage, Skwentna, Talkeetna, and return to the Anchorage International Airport. He said that while en route, he mistakenly thought the accident airstrip was Skwentna, his first intended destination. He related that while on approach to the south, he encountered southeasterly winds estimated at 15 knots, with gusts to 20 knots. He said that while on final approach, as the airplane went below the adjacent tree line, the rate of descent increased. He then realized that he was not at his intended airstrip, so he attempted a go-around, but the airplane continued to descend. He said that as the airplane touched down, the main wheels contacted deep snow on the runway, and the airplane nosed over. The airplane sustained substantial damage to the engine firewall assembly.

The pilot noted that there were no preaccident mechanical anomalies with the airplane. He also indicated that the flat lighting conditions made it difficult to discern his height above the terrain.

## Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	39, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	10/27/1999
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	41 hours (Total, all aircraft), 39 hours (Total, this make and model), 98 hours (Pilot In Command, all aircraft), 14 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N704GK
<b>Model/Series:</b>	150M 150M	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	15078598
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	05/05/1999, Annual	<b>Certified Max Gross Wt.:</b>	1600 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, activated, aided in locating accident	<b>Engine Model/Series:</b>	O-200
<b>Registered Owner:</b>	MARY J. CANTRELL	<b>Rated Power:</b>	100 hp
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	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 / 3000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	15 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	135°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	0° C
Precipitation and Obscuration:			
Departure Point:	ANCHORAGE, AK (ANC)	Type of Flight Plan Filed:	VFR
Destination:	SKWENTNA, AK (SKW)	Type of Clearance:	None
Departure Time:	1300 ADT	Type of Airspace:	Class G

## Airport Information

Airport:	EIGHT MILE AIRSTRIP	Runway Surface Type:	Snow
Airport Elevation:		Runway Surface Condition:	Snow--dry; Soft
Runway Used:	18	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Go Around

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	CLINTON O JOHNSON
Additional Participating Persons:	MICHAEL J YORKE (FAA); ANCHORAGE, AK
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .