



National Transportation Safety Board Aviation Accident Final Report

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

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

The solo student pilot reported that he had rented the airplane in order to complete his first solo cross-country flight. He said that while en route, he mistakenly thought the accident airstrip was Skwentna, his first intended destination. He said that while on approach to the south, he encountered southeasterly winds estimated at 15 knots, with gusts to 20 knots. He said as the airplane continued on the approach and 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. As the airplane touched down on the runway, the main wheels contacted deep snow, and the airplane nosed over. The airplane sustained substantial damage to the engine firewall assembly. The pilot noted that the existing flat lighting conditions made judging the airplane's height over the terrain difficult.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's selection of an unsuitable landing area. Factors associated with the accident were the pilot's disorientation, landing at the wrong airport, flat lighting conditions, and his delay in initiating a go-around.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: GO-AROUND (VFR)

Findings

1. (F) BECAME LOST/DISORIENTED - PILOT IN COMMAND
2. (F) LANDED AT WRONG AIRPORT - PILOT IN COMMAND
3. (F) GO-AROUND - DELAYED - PILOT IN COMMAND
4. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND
5. (F) LIGHT CONDITION - OTHER

Occurrence #2: NOSE OVER

Phase of Operation: GO-AROUND (VFR)

Findings

6. TERRAIN CONDITION - SNOW COVERED

Factual Information

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

Certificate:	Student	Age:	39, Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	10/27/1999
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	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

Aircraft Make:	Cessna	Registration:	N704GK
Model/Series:	150M 150M	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	15078598
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	05/05/1999, Annual	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	O-200
Registered Owner:	MARY J. CANTRELL	Rated Power:	100 hp
Operator:		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 / 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	Report Date:	05/09/2001
Additional Participating Persons:	MICHAEL J YORKE (FAA); 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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