



# National Transportation Safety Board Aviation Accident Data Summary

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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>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

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## 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

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

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Occurrence #2: NOSE OVER  
Phase of Operation: GO-AROUND (VFR)

### Findings

6. TERRAIN CONDITION - SNOW COVERED

## Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	39
<b>Airplane Rating(s):</b>	None	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<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>Engines:</b>	1 Reciprocating
<b>Operator:</b>		<b>Engine Manufacturer:</b>	Continental
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-200
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	Overcast / 3000 ft agl	<b>Wind Speed/Gusts, Direction:</b>	15 knots / 20 knots, 135°
<b>Temperature:</b>	0° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	ANCHORAGE, AK (ANC)	<b>Destination:</b>	SKWENTNA, AK (SKW)

## Airport Information

<b>Airport:</b>	EIGHT MILE AIRSTRIP	<b>Runway Surface Type:</b>	Snow
<b>Runway Used:</b>	18	<b>Runway Surface Condition:</b>	Snow--dry; Soft
<b>Runway Length/Width:</b>			

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC): CLINTON O JOHNSON

Adopted Date: 05/09/2001

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 [pubinq@ntsb.gov](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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