



National Transportation Safety Board Aviation Accident Final Report

Location:	RIVERTON, UT	Accident Number:	DEN88DTM01
Date & Time:	03/02/1988, 1115 MST	Registration:	N8073V
Aircraft:	CESSNA 188	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 137: Agricultural		

Analysis

THIS AG OPERATOR WAS FERTILIZING A FIELD. HE WAS MAKING REPETATIVE TRIPS WHICH TOOK ABOUT 10 MIN EACH. THE PLT WAS AWARE THAT THE FUEL GAUGES WERE INACCURATE, READING LESS FUEL THAN WAS ACTUALLY ONBOARD. WHILE MAKING A SWATH RUN THE ENG LOST PWR AND THE ACFT STALLED DURING THE FORCED LANDING. POST ACCIDENT EXAMINATION REVEALED THAT THERE WAS NO FUEL IN EITHER THE ACFT OR ENG FUEL SYSTEMS AND NO EVIDENCE OF FUEL SPILLAGE AROUND THE WRECKAGE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: MANEUVERING - AERIAL APPLICATION

Findings

1. (C) FLUID,FUEL - EXHAUSTION
 2. (C) FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
 3. (F) ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - INCORRECT
 4. (F) OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND
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Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: DESCENT - EMERGENCY

Findings

5. (C) STALL/SPIN - INADVERTENT - PILOT IN COMMAND
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Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Commercial	Age:	32, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Center
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	06/08/1987
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	2619 hours (Total, all aircraft), 1284 hours (Total, this make and model), 2516 hours (Pilot In Command, all aircraft), 23 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N8073V
Model/Series:	188 188	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	188-0323
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	10/21/1987, Annual	Certified Max Gross Wt.:	3300 lbs
Time Since Last Inspection:	28 Hours	Engines:	1 Reciprocating
Airframe Total Time:	5318 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Not installed	Engine Model/Series:	IO-520-D31
Registered Owner:	DAVID S. SHEPPARD	Rated Power:	300 hp
Operator:	DAVID S. SHEPPARD	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	HNEG

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	CDC, 4200 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	1100 MST	Direction from Accident Site:	360°
Lowest Cloud Condition:	Scattered / 1400 ft agl	Visibility	7 Miles
Lowest Ceiling:	Broken / 2900 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	8° C / 4° C
Precipitation and Obscuration:			
Departure Point:	SALT LAKE CITY, UT (U42)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1100 MST	Type of Airspace:	Class G

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	TODD A STEWART	Report Date:	03/13/1989
Additional Participating Persons:	BRENT ROBINSON; SALT LAKE CITY, UT R. S BOYLE; ARVADA, CO		
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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).